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
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**CITY OF
CHULA VISTA**

General Plan

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CHULA VISTA GENERAL PLAN



CITY OF CHULA VISTA

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July 11, 1989

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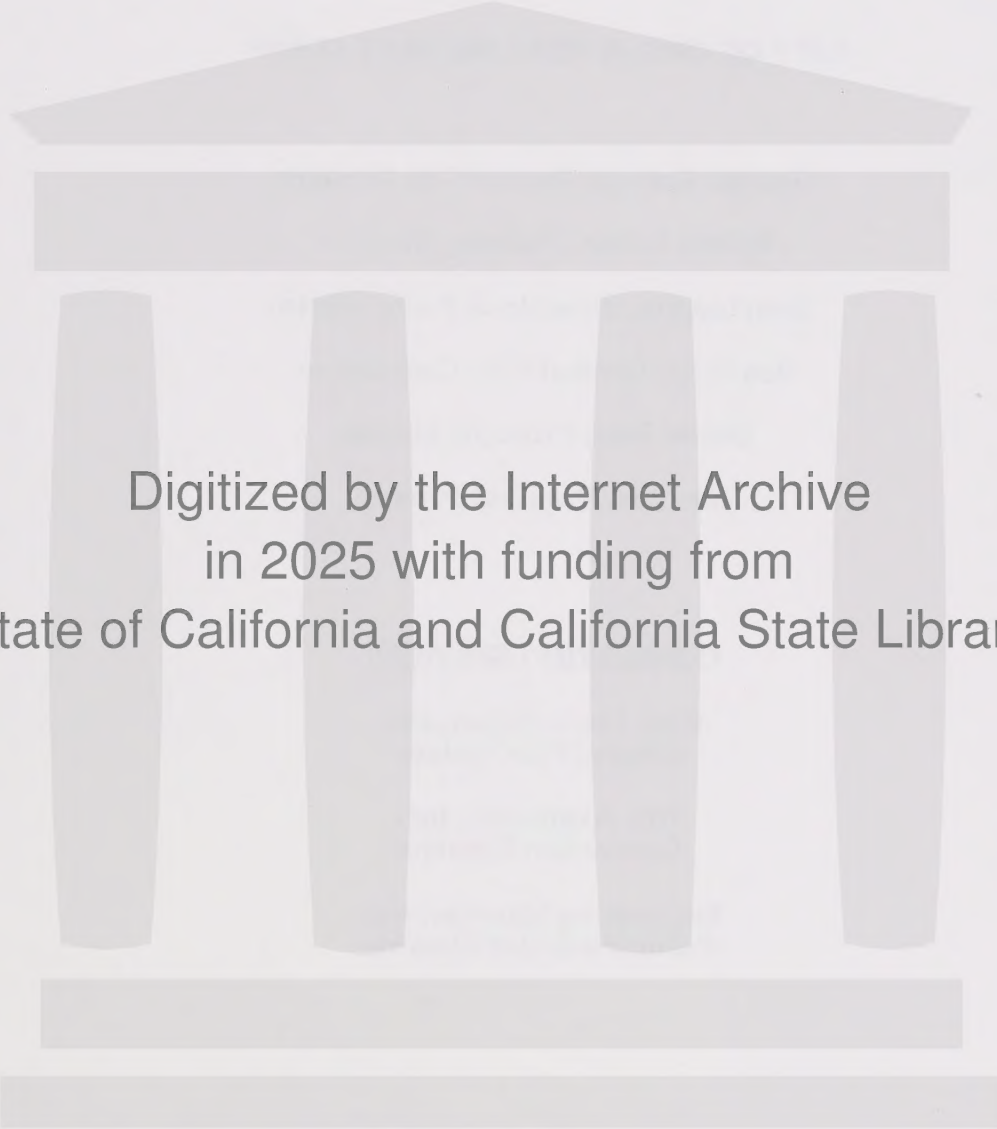
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CONSULTING SERVICES

**P&D Technologies, Inc.
General Plan Update**

**JHK Associates, Inc.
Circulation Element**

**Engineering Sciences, Inc.
Public Facilities Element**



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PREFACE

The City of Chula Vista is a chartered city incorporated in 1911. As of January 1990, the City of Chula Vista had a population of 131,455 and the area covered by this General Plan had a population of 146,000 people.

The planning area is centrally located within the South Bay area of the San Diego metropolitan area. This location and the area's strong economy, appealing climate and topographic characteristics are basic factors creating the growth pressures on the planning area. In particular, these pressures result from internal growth, migration from other portions of the metropolitan area and other parts of the United States. The relative developability of the rolling hills and mesa portion of the planning area compared to other portions of the non-urbanized San Diego corridor also focuses growth pressures.

The planning area, as illustrated in Figure 1-1, encompasses approximately 44,470 acres. It consists of the incorporated area of the City of Chula Vista, the existing sphere of influence, and additional unincorporated area which has a significant planning relationship to the city.

The incorporated area of the city represents the city's area of greatest influence. Within this area the city can exercise a full range of land use policy powers. The sphere of influence is the area over which the city has the next degree of influence. It represents the potential ultimate boundaries of the city which have been approved by the Local Agency Formation Commission. It, therefore, has a potential of becoming a part of the city, provided the landowner agrees, as provided for in State law.

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INTRODUCTION

Purpose

The general plan has two major functions:

1. To identify or describe goals for the future physical, social, and economic development for the City of Chula Vista; and
2. To describe and identify public policies adopted to attain those goals.

To a lesser extent, the general plan is also an informational document. Taken as a whole, reading of the general plan enables one to find out where the city presently is in terms of development, where the city is going, and what guidelines and policies are being used to direct the future character of the city.

State Requirements And Policies

State Law (Section 65300) requires each city to adopt a comprehensive, long term general plan for the physical development of the city and any land outside the city's boundaries which is felt to bear relation to the city's planning. The state requires cities to adopt general plans based on the belief that the future growth of the state is determined largely through local actions. By requiring general plans, the state can be assured of a consistent framework for decisions while still allowing local control.

State policies pertaining to general plans can be summarized as follows:

- o To improve the quality of life in California by preserving and using the resources of the land in economically and socially desirable ways. (Adapted from Government Code Section 65030.)
- o To maintain, improve, and enhance the quality of air, water, and land according to state and national standards and local needs. (Adapted from Public Resources Code Sections 21000 et seq.)
- o To ensure the preservation of open space for scenic beauty, recreation, the conservation of natural resources, and the protection of public health and safety. (Adapted from Government Code Sections 65560 and 65561.)

- o To protect the state's most productive farm and range-lands from conversion to non-agricultural uses. (Adapted from Government Code Sections 51220 and 54790.2.)
- o To ensure the provision of "decent housing and a suitable living environment for every California family." (Adapted from Health and Safety Code Section 37112 and Government Code Section 65580(a).)
- o To conserve water, air, and energy by considering the effect of future development on these resources and by encouraging new development which uses public facilities currently available and minimizes the need to travel. (Adapted from Public Resources Code Section 21001 and the 1978 Environmental Goals and Policies Report.)
- o To provide transportation facilities and services that are adequate and efficient and that significantly reduce hazards to human life, pollution, noise disruption of community organization, and damage to the natural environment. (Adapted from Government Code Section 14000.)
- o To identify and reduce hazards to health and property from natural and manmade conditions, including floods, fires, landslides, soil erosion, seismic activity, airplane crashes, excessive noise, hazardous wastes, and congested and unsanitary living conditions. (Adapted from Water Code Section 8401, Government Code Section 26215, Public Utility Code Section 21670, and Health and Safety Code Sections 25101, 33071, and 37121.)
- o To use reasonable and practical means in carrying out the general plan so that it will serve as a pattern and guide for orderly physical development and the preservation and conservation of open-space land and as a basis for the efficient expenditure of public funds. (Adapted from Government Code Section 65400(a).)
- o To ensure that land use decisions are made with full knowledge of the long- and short-term economic and fiscal implications, as well as environmental effects. (Adapted from Government Code Section 65030.2)

General Plan Organization

The city's general plan has eight elements grouped into three main categories. They are as follows:

COMMUNITY DEVELOPMENT

1. Land Use
2. Circulation
3. Public Facilities
4. Housing
5. Growth Management

ENVIRONMENTAL RESOURCES MANAGEMENT

6. Open Space and Conservation
7. Parks and Recreation

HAZARD MANAGEMENT

8. Safety
9. Noise

Each category reflects specific aspects of development policies. The Community Development reflects physical changes that will occur under the elements' policies shown in that category. The Environmental Resources Management reflects efforts that concern the natural, environmental and historic aspects of the planning area. The Hazard Management reflects the efforts that affect the population's safety from natural and manmade hazards.

The general plan contains area plans for the five planning areas: Central Chula Vista, Bayfront, Montgomery, Sweetwater, and Eastern Territories. Each area plan examines issues which are unique to the area and incorporates planning and design proposals which address these issues. The area plans are extensions of the element plans and must be read in conjunction with them.

This document incorporates by reference some additional documents which are separately bound. These additional documents are an integral part of the general plan, as though they are fully set forth where they are referenced in this document. See Appendix B for a list of additional general plan documents.

How To Use The General Plan

The General Plan is comprised of new and existing elements. The existing elements are organized in a format based on the needs of that particular element. The new elements are structured around a consistent format to facilitate reading, understanding and future reference.

Each new element has the following general format:

1. Introduction
2. Existing Setting
3. Issues, Goals and Objectives
4. Component Categories
5. System or Network Plan
6. Policies and Guidelines

The introductory section of the element provides an overview of the element. This section does not provide policy but, rather, background information which lends understanding to the policies of the element.

The Issues, Goals and Objectives section of each element outlines those adopted by the city. The Policies and Guidelines section identifies actions that the city should follow to attain the stated goal. Those are often specific and quantified guidelines, which can often directly translate into regulatory controls.

Implementation

To make the long-range comprehensive planning of the general plan more meaningful, a link between the general plan and day-to-day actions of local government is required. In California, the general plan has been institutionalized through the enactment of statutes requiring consistency of certain local actions with the general plan. Additional statutes, while not mandating consistency, require findings or a report on whether proposed actions conform to the general plan. The state's general rule for consistency determination is stated as:

"An action, program, or project is consistent with the general plan if it, considering all aspects, will further the objectives and policies of the general plan and not obstruct their attainment."

The following is a discussion of consistency provisions in State law:

Zoning

Government Code Section 65860 requires that zoning ordinances in counties, general law cities, and charter cities with a population of over two million be consistent with the general plan.

Subdivision

Government Code Sections 66473.5 and 66474 require that subdivision and parcel map approvals in all jurisdictions be consistent with the general plan.

Reservations Of Land Within Subdivision

Government Code Section 66479 requires that reservations of land for parks, recreational facilities, fire stations, libraries, and other public uses within a subdivision conform to the general plan.

Open Space

Government Code Section 65566 requires that acquisition, disposal, restriction, or regulation of open space land by a city or county be consistent with the open space element of the general plan.

Government Code Section 65567 prohibits the issuance of building permits, approval of subdivision maps, and adoption of open space zoning ordinances that are inconsistent with the open space element of the general plan.

Government Code Section 65910 requires that every city and county adopt an open space zoning ordinance consistent with the open space element of the general plan.

Government Code Section 51084 requires cities and counties accepting or approving an open space easement to make a finding that preservation of the open space land is consistent with the general plan.

Park Dedications

Government Code Section 66477 enables local governments to require as a condition of subdivision and parcel map approval the dedication of land or a payment of fees for parks and recreational purposes if the parks and recreational facilities are consistent with an adopted recreation element in the general plan.

Local Coastal Program

Public Resource Code Section 30513 requires the zoning ordinances of the Local Coastal Program to conform to the certified coastal land use plan (i.e., portions of the general plan).

Capital Improvements

Government Code Sections 65401 and 65402 require the review of and report on the consistency of proposed city, county, and special district capital projects, including land acquisition and disposal, with the applicable general plan.

Development Agreements

Government Code Section 65867.5 requires that development agreements between developers and local governments be consistent with the general plan.

Redevelopment Plans

Health and Safety Code Section 33331 requires that every redevelopment plan conform to the adopted general plan.

Housing Authority Projects

Health and Safety Code Section 34326 declares that all housing projects undertaken by housing authorities are subject to local planning and zoning laws.

Special Housing Programs

Health and Safety Code Section 50689.5 requires that housing and housing programs developed under Health and Safety Code Sections 50680 et seq. for the developmentally disabled, mentally disordered, and physically disabled be consistent with the housing element of the general plan.

Parking Authority Projects

Streets and Highway Code Section 32503 requires that parking authorities in planning and locating any parking facility are "subject to the relationship of the facility to any officially adopted master plan or sections of such master plan for the development of the area in which the authority functions to the same extent as if it were a private entity."

Planning Commission Recommendations

Government Code Section 65855 requires that the planning commission's written recommendation to the legislative body on adoption or amendment of a zoning ordinance include a report on the relationship of the proposed ordinance or amendment to the general plan.

Project Review Under CEQA

Title 14, California Administrative Code Section 15080 requires examination of projects subject to the provisions of the California Environmental Quality Act for consistency with the general plan.

On-Site Wastewater Disposal Zones

Health and Safety Code Section 6965 requires a finding that the operation of an on-site wastewater disposal zone created under Health and Safety Code Sections 6950 et seq. will not result in land uses that are inconsistent with the applicable general plan.

Agricultural Preserves

Government Code Section 51234 requires that agricultural preserves established under the Williamson Act be consistent with the general plan.

Government Code Sections 51282 and 51282.1 require cities and counties approving a Williamson Act contract cancellation to make a finding that the proposed alternate use is consistent with the general plan.

Mineral Resources

Public Resources Code Section 2763 requires that city and county land use decisions affecting areas with minerals of regional or statewide significance be consistent with mineral resource management policies in the general plan.

Transmission Lines

Public Utilities Code Section 12808.5 requires cities and counties approving electrical transmission and distribution lines of municipal utility districts to make a finding concerning the consistency of the lines with the general plan.

Solid Waste Facilities

Government Code Section 66784.1 requires that the establishment or expansion of solid waste facilities be consistent with the general plan.

Large-Scale Urban Development Projects

Health and Safety Code Section 56032 requires that comprehensive development plans for large-scale urban development projects be consistent with the general plan.

Development And Amending Process

The Chula Vista General Plan has been completed with a substantial regional orientation and understanding. Significant regional and local planning studies have been completed or are underway and have had a major impact on the planning processes. Key ongoing regional planning studies referred to in the various elements include the public transit, scenic high ways, conservation and open space, waste management, environmental inventory, and general planning studies being conducted by various agencies of San Diego City and County.

The city's original general plan was adopted on December 15, 1970, since that time, several amendments have been adopted by the city. Amendments are permitted by State law four times per year for each mandatory element. Amendments can be initiated by the city or by a property owner. Approval authority for a General Plan Amendment rests with the City Council, after review of city Planning Department staff and Planning Commission recommendations.

Additional information pertaining to the general plan can be obtained by contacting the Chula Vista City Planning Department.

Additional Planning

The general plan is one step of a process that involves further, more detailed analysis, planning and design followed by the implementation of the wide variety of projects necessary to bring the general plan to reality. This is expected to include a variety of Specific Plans, Sectional Planning Area Plans (SPA), site plans, architectural and engineering design. These are seen as a refinement of the general plan but in more detail with more precise land use allocation as well as implementing ordinances and text which are in concert with the qualifications and objectives of the general plan. It will also include the technical studies necessary for those design efforts and to assure that the public review and decision process is supported by adequate information.

Fiscal Analysis

A fiscal impact analysis of the proposed general plan was prepared. The analysis indicated that new urban development which is envisioned by the general plan will have an overall positive impact on the city's operating revenues and expenses which continue to the general fund. This conclusion, however, is subject to a number of assumptions regarding the continuation of general plan designations and regional and local economic conditions. As new development takes place in the general plan area, the city will need to retain options for financing additional public facilities and services. Thus it is vitally important that the fiscal impact analysis be reviewed and updated frequently to reflect changing conditions.

THE VISION

Introduction

The Chula Vista General Plan Area is now and will increasingly be recognized in the future as one of the most livable and beautiful cities in the United States. Its traditional residential areas, diverse community character, bayfront location, access within the metropolitan region, newly emerging neighborhoods, and the future resource represented by undeveloped land area are all important assets for the city. Taken together, they comprise a unique urban form and are a challenging opportunity for the City. This opportunity is the basis for creating a vision for the future.

The major components of the vision for Chula Vista are summarized as follows:

Chula Vista Bayfront

The continuing redevelopment of the Bayfront will create a water-oriented focal point for the entire city. With an emphasis on public recreation activities, tourism and conservation, it will emerge as the premier waterfront experience in South Bay. The development standards and quality will equal those of similar redevelopment projects in the northern section of San Diego Bay. The diversity of uses will exceed that of many similar projects and contribute to its vitality and use by all citizens.

Chula Vista Greenbelt

The physical features which define the general plan area of the city provide an unique opportunity to develop a magnificent network of open space, trails, and recreational activities. The backbone of this system will be the Chula Vista Greenbelt, connecting the Bayfront, Sweetwater and Otay Valleys, and the Upper and Lower Otay Reservoirs. The Greenbelt represents a continuous open space which visually and functionally links all the communities and the principal parks and recreational resources of the city.

Urban Core

The Urban Core of Chula Vista is the area of Chula Vista generally defined by E and H Streets and Third Avenue and Marina Parkway in the Bayfront and includes the major facilities adjacent to those streets. This is an area encompassing the traditional centers of activity for the city such as the Civic Center and Third Avenue retail center. It also contains the important new or renewed activity areas of the renovated Chula Vista Shopping Center, trolley stations, possible redevelopment of office and higher density residential along Woodlawn and portions of the Bayfront.

The Urban Core will contain the greatest diversity of public, commercial, civil, financial, cultural, and residential uses emphasizing its role as the hub of the city.

The extension of the Urban Core into the Bayfront area, including the extension of H Street to Marina Parkway emphasizes that the urban core is a water-oriented area with a strong east-west connection. A shuttle bus operating on E and H Streets, Third Avenue and Marina Parkway will tie most all facilities in this area together and in particular unite the Third Avenue Town Centre and adjacent activities with the transit stations and the Bayfront.

An important functional and symbolic east-west link in the urban core will be F Street. With its lower vehicular volume and minimal commercial development, it forms a unique visual connector through the urban core. With the existing and expected new development, it will become a beautiful landscaped gateway from Third Avenue to the Bayfront.

Eastern Urban Center And University Site

An urban center in the eastern portion of the city is envisioned to be developed in the future. This will serve as a regional retail and business center for the eastern area of the city. It will also be a major center along State Route 125 which will ultimately become the third north-south freeway in the South Bay and connect Chula Vista with Otay Mesa and second border crossing to the south, and the remainder of the San Diego metropolitan area to the north.

The university and business park site east of the urban center is an integral part of the vision for this new area. An arterial road rings these activity areas and a pedestrian and shuttle bus-oriented central spine is envisioned as a link across the freeway connecting the urban center with the university site.

Traditional Residential Neighborhoods

Surrounding the urban core are the traditional residential neighborhoods of Chula Vista which will retain their dominant single family character. The attractiveness of living in these areas will be enhanced by the core's diversity in character and architectural style and enhanced access to facilities, services and local and regional transit.

New Residential Neighborhoods

The traditional residential neighborhoods west of I-805 will be complemented by new neighborhoods to the east. The rolling land form in this area will create a different urban form characterized by organic circulation and land use patterns which relate to topography and preserve important environmental features. This character will be compatible with the traditional neighborhoods primarily through the maintenance of similar densities. The character will differ from the older neighborhoods built on the relatively flat coastal plain due to canyons, valleys and other prominent features which will remain as natural open space and developed parks. The newer residential neighborhoods will often be organized and defined around these open space systems.

Transportation

The road network within the general plan will provide for easy vehicular access throughout the city with few areas of significant congestion and delay. Regional north-south traffic will be concentrated on the three freeways and thus will not impact the local street system. The new residential communities in the eastern area will set back from new major arterial roads, thus reducing the noise and safety impact.

The vision of Chula Vista as a diverse yet integrated community is facilitated by a new transportation system, both regionally and, most importantly, within the General Plan area. A regional transit system similar to the San Diego Trolley or possibly an express bus is recommended along Route 125. This will permit both the Urban Core and Eastern Urban Center to be served by north-south oriented regional transit.

Directly related to this regional system is an east-west express bus route connecting the urban core with the eastern urban center. This east-west express public transit is seen as a key to the integration of the western and eastern areas of the city. The express bus route includes, among its limited stops, the majority of the community activity centers in the city.

A third level of public transit, related to the north-south regional system and east-west express bus, is a vision for a network of local bus routes oriented to each of the community activity centers as well as the Urban Core and Eastern Urban Center. The Urban Core shuttle which would connect all facilities contained in that area is an example of such a transit loop.

General Plan

This general plan has been created through a planning process that has involved Chula Vista's elected leaders, staff and citizens. It is not only a statement of the kind of community that Chula Vista is envisioned to become, but also a statement of commitment to work towards its realization.



PART 1. COMMUNITY DEVELOPMENT

The Community Development part of the General Plan is associated with the physical development of the city and the organization of the cities environment in a functional and asthetic pattern. It is oriented to the preservation of the characteristics of Chula Vista that its citizens find fundamental to the kind of place that they have chosen to live. It also sets forth important new directions for the ongoing development and redevelopment of the city.



1. LAND USE

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1. INTRODUCTION

The land use element provides a long range guide for the development and use of all lands within the planning area. Through text and figures, the land use element establishes a

pattern for land use and sets out clear standards for the density of population and intensity of development for each of the designated land uses. The land use element is one of the required elements of local general plans pursuant to California Planning and Zoning Law.

In differing degrees, all of the elements of the general plan contain policies which relate to the land use element. The land use element reflects the opportunities and constraints as identified in the other elements. Although the land use element embodies many of the findings and recommendations of the other elements, it does not contain the detail necessary to understand their full implications. A working knowledge of all other elements is necessary for a more complete understanding of the planning issues related to the city. The land use element represents the desirable pattern for the ultimate development of the planning area as can be presently determined. As new information becomes available, or circumstances change, the land use element may require amendment. Thus, the land use element is not a final picture of the city in the future, but an expression of what is desired for the future based on present knowledge and circumstances, and as such, is part of a continuous planning process.

2. EXISTING SETTING AND PROJECTED GROWTH

Accompanying this general plan are two studies which contain detailed information regarding the existing setting of Chula Vista and projected growth. They are Economic Analysis for the City of Chula Vista Revised General Plan (City of Chula Vista, 1987) and Environmental Impact Report for the General Plan Update (City of Chula Vista, 1988). Both reports are available for inspection at the City of Chula Vista Planning Department. Pertinent information is summarized in this section.

2.1 LAND USE

The City's general plan area covers 44,467 acres, of which 17,319 acres were located within the city's jurisdiction as of January 1986 (SANDAG, 1986). Surrounding jurisdictions include National City to the north and west; San Diego County to the north, east and south and the City of San Diego to the south. Table 1-1 presents the results of a study of existing land uses. Approximately 32% of the city is residential, 5% commercial, 7% industrial, 2% agriculture, 28% vacant, and the remaining 26% distributed among streets and other uses.

By comparison, the total land use in the 18 incorporated cities of San Diego County contains 30% residential, 4% commercial, 7% industrial, 9% agriculture, 39% vacant, and 11% other. Although Chula Vista within its city boundaries is slightly more urbanized than average among the 18 incorporated cities, it contains a balanced mix of land uses and is not characterized by an extreme concentration of any use. As befits its status as the largest city in the county after San Diego, Chula Vista is an independent urban center, containing residential, commercial, employment, and recreational uses.

Table 1-1
EXISTING LAND USE, CITY OF CHULA VISTA, 1988

Land Use	Acres	Percent
Residential	5,621	32.3%
Commercial (Retail and Office)	804	4.6%
Industrial		
Heavy, Light and Extractive	610	3.5%
Transportation, Communication, and Utilities	668	3.8%
Other		
Educational and Institutional	954	5.5%
Parks and Recreational	1,082	6.2%
Agriculture	311	1.8%
Vacant	4,893	28.1%
Streets	2,481	14.2%
Total	17,424	100.0%

Source: Chula Vista Planning Department, Land Use Inventory, February, 1988.

Note: Net acres excluding streets.

2.2 POPULATION

In 1980, population of the City of Chula Vista was 83,927 (U.S. Bureau of the Census, 1980). After annexation of the Montgomery community, the City's population on January 1, 1986, was 116,325 (State Department of Finance). The general plan area, which includes the unincorporated Sweetwater community as well as the city, contained 131,300 persons in 1986, or 6.1% of county-wide population.

Future growth in population will be influenced by trends in regional growth and the land use and growth management

policies implemented by local jurisdictions. For purposes of the general plan, both historical growth and projections by SANDAG (Series 7) were examined, as well as the desired pattern and intensity of land use. As a result, the general plan reflects a target population of 209,400 at buildout, which is expected to take place after 2005 (Table 1-2). This target population is 78,100 persons more than the 1986 population and represents a 59% increase. Actual growth in population may be more or less than the target, depending on regional trends and policy decisions made by local jurisdictions.

Table 1-2
EXISTING AND PROJECTED POPULATION, GENERAL PLAN AREA, 1988

Planning Area	July 1988 Population	Target Buildout Population	Change
Central Chula Vista and Bayfront	50,500	53,500	3,000
Montgomery	46,900	49,800	2,900
Sweetwater	34,600	48,700	14,100
Eastern Territories	<u>7,400</u>	<u>57,600</u>	<u>50,200</u>
Total	139,400	209,600	70,200

Source: City of Chula Vista, Land Use Inventory; P&D Technologies

2.3 EMPLOYMENT

In 1986, there were nearly 600 acres of occupied industrial land in the general plan area, concentrated in three principal areas: The tideland area, the Montgomery area, and the Otay Valley area. Additional industrial development is under way in Eastern Territories adjacent to East H Street and Telegraph Canyon Road.

Chula Vista's largest firm is Rohr Industries, an aerospace manufacturer employing over 5,000 people. Other large employers are Scripps Memorial Hospital, Ratner Manufacturing (apparel), Sears, Roebuck & Co., and the City of Chula Vista.

In 1985, employment within the general plan area totaled 37,831 employees representing 4.6% of the county's total employment (Table 1-3). This share is smaller than the area's share of the county's population, but the difference may be due

to a variety of factors including number of employment opportunities and presence of a large retired population.

Table 1-3
CIVILIAN EMPLOYMENT BY INDUSTRY, GENERAL PLAN AREA

Industry	Employment	Percent
Agriculture, Forestry, Fisheries, Mining	405	1.0%
Construction	1,545	4.1%
Manufacturing	7,415	19.6%
Transportation, Communications, Utilities	984	2.6%
Wholesale Trade	1,248	3.3%
Retail Trade	9,287	24.5%
Finance, Insurance, Real Estate	1,587	4.2%
Services	9,028	24.0%
Government	6,332	16.7%
Total	37,831	100.0%

Source: SANDAG, 1986

3. GOALS AND OBJECTIVES

Prior to preparing the general plan, opinions regarding issues facing the City of Chula Vista were solicited from city officials, staff, and the community at large. Issues are statements of either opportunities or problems, which should be addressed by the general plan. Goals and objectives are statements of value regarding what should or should not take place during the course of the city's development. The goals and objectives which are applicable to the entire general plan area are discussed in this section. Others which are specifically intended for a single planning area or element of the general plan are discussed in the appropriate area plan or element.

GOAL 1. ECONOMIC BASE OF THE CITY

The economy of San Diego County is becoming increasingly more diversified. During the past two decades, it has shifted from an industrial mix heavily dependent upon military and aerospace industries to one largely comprised of technologically oriented and high growth sectors such as computer and elec-

tronic manufacturing, services, finance and real estate. Chula Vista's economy and employment have traditionally been heavily influenced by the presence of Rohr Industries. In keeping with economic changes which are under way in the county as a whole, it is the goal of the city to have a large and diversified economic base, while maintaining or increasing the existing sources of employment.

Objective 1. Identify potential areas for location of new light manufacturing and high technology businesses and facilitate their development.

Objective 2. Where land is currently occupied by marginal industrial uses, encourage replacement by higher value-added users.

Objective 3. Where land in the urban core and bayfront is occupied by marginal industrial uses, encourage their selective redevelopment for residential, office, commercial, and recreation uses.

Objective 4. Continue the orderly industrial redevelopment of the Otay Valley Road area.

Objective 5. Provide employment opportunities in large scale planned communities such as Eastlake, Rancho Del Rey, Sunbow, and Otay Ranch.

Objective 6. Conduct and periodically update a fiscal impact analysis of anticipated future development in the general plan area.

GOAL 2. RETAIL COMMERCIAL DEVELOPMENT

Currently, retail establishments in Chula Vista, which are clustered along Third Avenue (Town Centre I), in Chula Vista Shopping Center (Town Centre II), and along Broadway, capture less than their proportionate share of regional or comparison shopping conducted by the residents of the city, the surrounding South Bay, and Tijuana, Mexico. The goal of the city is to improve and increase the retail base of the city, making the city an attractive place to shop for comparison and durable goods.

Objective 7. Encourage the development of a regional retail center in Eastern Territories, in a manner which would not negatively impact the vitality of existing shops in Town Centres I and II.

Objective 8. Provide for community and neighborhood commercial centers in developing areas convenient to new neighborhoods and maintain, renovate, and redevelop existing centers.

Objective 9. Encourage the upgrading of older and/or marginal retail uses along Broadway and Main Street including, as appropriate, the development of professional office and multi-family residential.

GOAL 3. HOUSING AND COMMUNITY CHARACTER

Traditionally, Chula Vista has been characterized by single family, detached residences and neighborhood-serving uses. It is the goal of the city to accommodate a full diversity of housing types, while maintaining an orientation to detached single-family living.

Objective 10. Encourage the development of a diversity of housing types and prices.

Objective 11. Assure that new development meets or exceeds a standard of high quality planning and design.

Objective 12. Provide for the development of multiple-family housing in appropriate areas convenient to public services, facilities and circulation.

Objective 13. Encourage planned developments, with a coordinated mix of urban uses, open spaces, and amenities.

Objective 14. For new developments in Eastern Territories, the predominant character should be low medium density, single-family housing. Where appropriate in terms of physical setting encourage development of quality, large-lot housing.

Objective 15. Preserve and reinforce existing residential neighborhoods throughout the city. Focus preservation and code enforcement efforts at older neighborhoods such as Central Chula Vista and Montgomery.

Objective 16. Provide for mobile home parks or alternatives for relocation of existing trailer park residents.

Objective 17. Replan portions of the Central Chula Vista area to lower residential densities where higher densities are found to be incompatible with conservation of single family neighborhoods.

GOAL 4. HIGHER EDUCATION AND CULTURAL ACTIVITIES

Currently, post-secondary education in Chula Vista is provided by Southwestern Community College. It is anticipated that, as the city and the South Bay community as a whole grow in population, there will be a demand for additional higher education services. It is the goal of the city to accommodate within its borders a new four-year institution of higher education.

In addition, the United States Olympic Committee has designated a site adjacent to the Lower Otay Reservoir for development of a year-round training facility for Olympic athletes. The facility will function as a national center for physical culture and athletic training. Successful development of the Olympic Training Center (OTC) will benefit residents and the stature of the city in many ways. It is the goal of the city to accommodate the development of the OTC for use by U.S. Athletes.

Objective 18. Promote, through the designation of a candidate site and discussions with the State of California, the establishment of a four-year college or university in the Eastern Territories.

Objective 19. Promote and support the Olympic Training Center, through the designation of an OTC site and appropriate complimentary adjacent uses on the Land Use Diagram, and the timely development of the OTC and supplementary uses.

GOAL 5. OPEN SPACE, RECREATION, AND VISUAL QUALITY

Chula Vista contains and is surrounded by significant natural features and landforms, including San Diego Bay, Otay Ranch and Otay Valley, Upper and Lower Otay Reservoirs, Sweetwater Reservoir, Mother Miguel and San Miguel Mountains, and foothills of Jamul and San Ysidro Mountains. The undeveloped open space and beautiful views which are provided by these natural features are an important part of Chula Vista's experience. It is the goal of the city to preserve the most important landforms and natural features as part of a recreation oriented open space network.

Objective 20. Plan and implement a continuous greenbelt, open space and trail system around the city. The system should begin at the Chula Vista Bayfront, extend along Otay Valley to the Lower Otay Reservoir, extend north in two corridors - the Salt Creek Canyon and the Lower and Upper Otay Reservoirs, connect to the Sweetwater Valley via Wild Mans Canyon, and

extend along the Sweetwater Valley to the Chula Vista Bayfront. Additional open space within the general plan area should provide connections to community and neighborhood parks and schools.

Objective 21. Preserve to the extent feasible natural open space areas and corridors, particularly the major canyons and valleys, as integral and functional parts of the urban pattern. Particular emphasis is placed on the canyons, stream valleys and other corridors that connect to the greenbelt system and can help to extend the greenbelt and trail system into the community.

Objective 22. Refrain from development or landform alteration of the major natural features of the Otay Valley, Upper Otay Reservoirs, Mother Miguel Mountain, Sweetwater Reservoir and immediately adjacent areas. Require sensitive design and buffering in area designated for development in proximity to Lower Otay Reservoir.

GOAL 6. CIRCULATION AND LAND USE

Though they are separate elements of the general plan, land use and circulation are interrelated in important ways. Transportation facilities such as freeways, streets, and railroads offer accessibility as well as potential barriers between land uses. It is the goal of the city to realize a beneficial integration of these elements.

Objective 23. Focus regional traffic corridors traversing the general plan area to Interstate 5, Interstate 805, State Route 54, and the proposed State Route 125. Major east-west roads should be used to effectively distribute traffic to the north-south freeways.

Objective 24. Direct higher intensity developments to areas within walking distance of mass transit stations, namely the E and H and Palomar Street Stations of the San Diego Trolley.

GOAL 7. WATER USE AND RECLAMATION

As in other areas of Southern California, Chula Vista could experience water shortages by the year 2000 and beyond, particularly if California and the Colorado River basin have periods of below average precipitation. At the same time, the wastewater treatment capacity of the Metropolitan Sewerage System, of which Chula Vista is a part, requires substantial

improvement to meet the requirements for secondary treatment and additional demand. It is the goal of Chula Vista to take actions, appropriate to its population and resources, to control the growth in demand for water and wastewater treatment.

Objective 25. Promote water conservation through increased efficiency in essential uses and use of low water demand landscaping.

Objective 26. Encourage, where safe and feasible, wastewater reclamation and use of reclaimed water for irrigation and other uses. Encourage the use of dual piping and improvements to increase water storage and water flows throughout the city.

GOAL 8. RELATIONSHIP TO THE SURROUNDING REGION

Chula Vista is influenced in significant ways by activities which take place in the region outside its corporate boundary or its sphere of influence. Examples are current programs for large-scale industrial development in Otay Mesa; projected increase in U.S.-Mexico border traffic and economic activities; proposed development of the Otay Ranch; and the possible siting of a regional wastewater treatment facility near the U.S.-Mexico border. It is the goal of the city to express its legitimate concerns and to participate in regional decision-making regarding these activities.

Objective 27. Take all necessary steps through the Local Agency Formation Commission and other agencies to include the entire area covered by the general plan in the city's sphere of influence.

GOAL 9. GROWTH MANAGEMENT

Preservation of quality of life is an important issue for residents of a growing city such as Chula Vista. Quality of life is generally associated with services and amenities available to residents and visitors, such as availability of housing, open space and recreation, shopping opportunities, city services, and convenient and uncongested transportation. It is the goal of the city to monitor and direct its growth such that quality of life in the city is maintained or improved.

Objective 28. Establish a growth management system to assure that private development is coordinated with the provision of adequate public facilities and services.

GOAL 10. PUBLIC INFORMATION AND PARTICIPATION

The general plan is an effective guide to future development and maintenance of the city to the extent that it reflects shared values and approaches to problem solving among citizens, firms and institutions of the city. It is the goal of the city to inform the public, promote public interest and understanding, and solicit comments in the formulation and review of the general plan.

Objective 29. Advise and consult with civic, educational, professional organizations, citizens, members of private development community, and others in preparing and carrying out the general plan.

4. LAND USE CATEGORIES

The land use plan of the general plan includes 14 land use categories. There are five "residential" categories; four "commercial"; two "industrial"; and three public, quasi-public and open space categories. Within each land use category, guidance is given for determining which land uses should be permitted. The inclusion of a use in a category does not necessarily mean that it is permitted in all areas where that category is shown on the land use plan. Also, the uses which are permitted in a particular area are not limited to those examples listed in the category. The city may determine that other uses, similar in nature, can be permitted in a particular area if other general plan requirements are satisfied and the use satisfactorily addresses the following:

- o Compatibility with other uses
- o Circulation capacity
- o Urban design/site planning objectives
- o Availability of services
- o Environmental preservation

The accompanying text for each category provides a description of the type and character of land uses, as well as structures, which are consistent with that category. The description is meant to be suggestive of examples, but not intended to be exclusive of other possibilities. Creativity and excellence in planning and design are expected and shall be consistent with the objectives and policies of the general plan.

4.1 RESIDENTIAL

This section establishes the residential land use categories and the range of density permitted within each one. Each category describes the basic and predominant character of the permissible types of housing. The categories are cumulative, in that, residential uses permitted for a particular density category include residential uses of the lower density categories.

Each residential land use category is based on "gross density." Gross residential density is defined as the area devoted to residential use, including dedicated neighborhood parks, plus local serving public and private streets and alleys, exclusive of arterials in excess of 4 lanes as shown on the Circulation Element.

The gross residential density, or texture, of a given area determines the said area's potential overall dwelling-unit yield and population holding capacity. The developable acreage of the area will be reduced as roads, parks, and other infrastructure and public facilities are established within its confines. The resultant net density, which is the area devoted to residential use only, will increase because the number of dwelling units is based on gross density. As a rule-of-thumb, city planners calculate that the resultant net density is about 20% higher than the established gross density. This increase in density recognizes the land owner's "paper" loss of dwelling unit yield to streets, parks, and other public facilities. However, a reasonable argument may be made for the granting of density transfers in conjunction with those lands which are slated for preservation as natural open space, in accordance with the provisions of Section 6.2.

In the computation of the net density of a cluster project, governed by Section 6.3 of this text, the "area devoted to residential use only" is not confined to the buildable lots and condominium units. It also includes the landscaped usable common greens and common areas which are integrated into the project, and made an essential part of its townscape.

The lower end of the range in each residential land use category is referred to as "baseline," and the upper end referred to as "maximum." The point between the lower and upper end is the "midpoint." The establishment of an appropriate density within a range is discussed in Section 6.2.

Population holding capacity may be computed by multiplying the dwelling unit density by household size.

Household size varies widely by type of unit and by community. In 1986, average household size for all unit types ranged from 2.3 persons per unit in Central Chula Vista to 3.7 persons per unit in Eastern Territories, with an average of 2.8 persons per unit. Household sizes for various unit types are projected based on the above information.

Residential Low (0 to 3 Dwelling Units per Gross Acre)

This category includes single-family detached dwellings on large rural, and estate-type lots. This is the predominant character of existing residential neighborhoods within and adjacent to Sweetwater Valley. This is also the appropriate residential land use for areas with variable terrain of relatively steep slopes and the areas adjacent to the proposed Greenbelt. In addition, under the concept of cluster development, single family detached dwellings on minimum 7,000 square foot lots may be permitted.

Residential Low-Medium (3 to 6 Dwelling Units per Gross Acre)

This category includes single-family detached dwellings on medium size lots as typically found in Chula Vista's existing single-family areas west of I-805. Although not a minimum or a standard, these areas are typically 7000 square foot lots. In addition, under the concept of cluster development, single-family dwellings on smaller lots, zero lot line houses, and some single-family attached units (townhouses and patio homes) could also be consistent with this designation.

Residential Medium (6 to 11 Dwelling Units per Gross Acre)

This category includes small single-family, detached units on smaller lots, zero lot line homes, patio homes, and attached units, such as duplexes and townhouses. This category also includes mobile home parks.

Residential Medium-High (11 to 18 Dwelling Units per Gross Acre)

This category includes multi-family units, such as townhouses and garden apartments. This category also includes mobile home parks.

Residential High (18 to 27+ Dwelling Units per Gross Acre)

This category is essentially for apartment type dwellings ranging from low-rise to high-rise structures. Any new project under this category must contain substantial landscaped open space for use by residents of the project.

There is no maximum density for this category. The density shown as maximum indicates only that projects in the City have traditionally been constructed below this density. Higher densities are permitted if requisite conditions described in Section 6.4 are satisfied.*

4.2 COMMERCIAL

Retail Commercial

This category includes neighborhood, community, and regional shopping centers; retail establishments typical of traditional downtowns, such as the shops on Third Avenue between E and G Streets; and service commercial. This category may include limited thoroughfare retail and automobile-oriented services if they constitute a small part of a planned commercial development.

Thoroughfare Commercial

This category includes all uses identified for Retail Commercial plus thoroughfare retail and automobile-oriented services.

Visitor Commercial

This category includes transient lodging, such as hotels and motels, restaurants, commercial recreation, and retail establishments.

Professional and Administrative

This category is intended for professional and administrative office uses. Limited retail uses, which serve the nearby office employees, are also permitted. Retail uses which predominantly serve residential neighborhoods or shoppers from outside the the immediate area are excluded from this category.

4.3 INDUSTRIAL

Research and Limited Industrial

This category includes research and development, light manufacturing, warehousing, and flexible-use buildings, which combine the above uses with office space.

General Industrial

This category includes all uses identified for Research and Limited Industrial plus light manufacturing operations, large-scale warehousing, transportation centers, and public utilities.

4.4 PUBLIC, QUASI-PUBLIC AND OPEN SPACE

Open Space, Agriculture and Reserve

Typical uses for this category are open space such as flood-plains and mountains, limited recreation uses, rural residential, and agricultural uses such as farms, orchards, pastures, and livestock raising.

Public and Quasi-Public

This designation is applied to existing areas used by schools, churches, hospitals, civic centers, fire stations, and libraries. When only symbols are used, without the PQ land use, it indicates possible location of a future facility rather than an existing use.

Parks and Recreational Facilities

This land use includes existing and proposed improved parks, recreation and community centers, and large plazas and courtyards, which exist independently of adjacent buildings.

4.5 OVERLAYS LAND USE DESIGNATION

Land use requirements of specified districts are designated through land use overlays and further defined as follows.

Mixed Land Use Areas

A mixture of specified land uses is encouraged, by use of precise planning, in the following areas of the general plan in order to further the city's objectives.

1. Areas surrounding Town Centre I. Either Residential or Professional and Administrative Office uses or a mixture of both are encouraged in this area, in order to foster urbanity, towniness, and an active support for retail uses on Third Avenue. These areas are further defined in the Chula Vista Area Plan, Chapter 10.

2. Eastern Urban Center in the vicinity of the intersection of proposed State Route 125 and Orange Avenue. This area is designated for regional retail, professional and administrative offices, and medium high and high density residential. A plan shall be developed encompassing the entire site and related to the adjacent business park and university sites. This area is further discussed in the Eastern Territories Area Plan, Chapter 14.
3. Areas in proximity to the San Diego Trolley Stations at E, H and Palomar Streets. A mixture of land uses are recommended for these areas functionally linked to the transit facilities in the most effective manner possible.
4. Areas adjacent to Broadway between Flower Street on the north and I Street on the south. This area is further discussed in Chapter 10, Section 5.4.
5. Areas south of Orange Avenue and adjacent to the OTC site. These areas are intended to be developed as a Community Activity Center to complement the OTC facility. They are intended to have a unique, village character, influenced by their proximity to the training center. Potential uses include: residential, visitor serving, retail and office commercial; and, public/quasi-public.

5. LAND USE DIAGRAM

The Chula Vista General Plan area comprises a total of 44,467 acres and is illustrated in Figure 1-1. It includes a total of five community plan areas. The community plans include the Bayfront, Central Chula Vista, Montgomery, Sweetwater and Eastern Territories. The individual community plans are included in the general plan as Chapters 10 - 14.

The land use plan (Figure 1-2, Map Pocket) is a graphic expression of the general plan's land use objectives and plan proposals. The diagram is not intended to be a precise map of the city, but a generalized expression of patterns of land use, circulation and public services.

In particular, the plan should not be relied upon to resolve issues of exact scale and distance. The boundaries of specific land use areas require interpretation with respect to underlying topographic features, environmental characteristics and existing land use.

Figure 1-1
GENERAL PLAN AND COMMUNITY PLAN AREAS

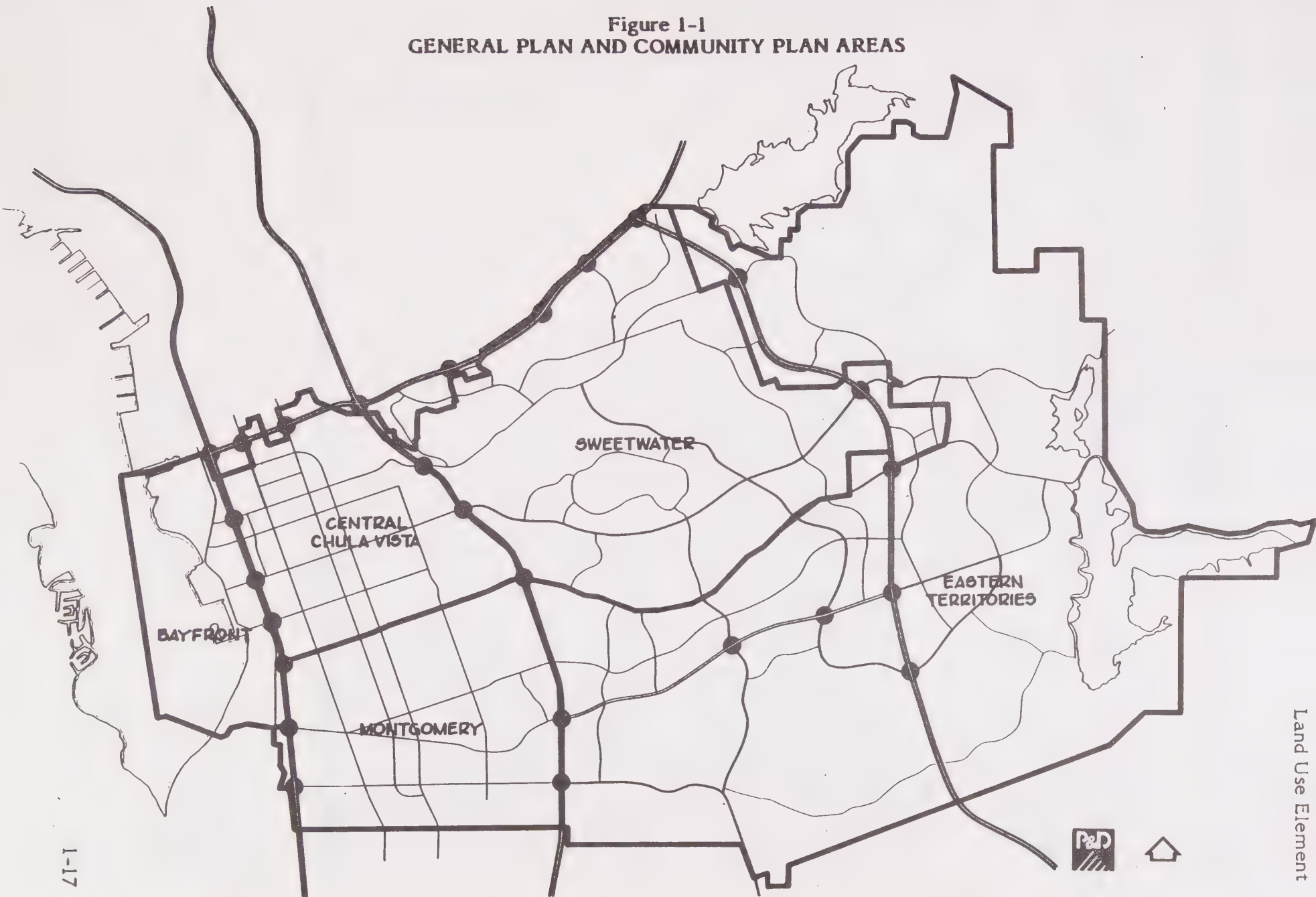


Table 1-4
GENERAL PLAN LAND USE

Land Use	Total	Central & Bayfront	Montgomery	Sweetwater	Eastern Territories
RESIDENTIAL					
Low	6,986	185	-	3,486	3,315
Low Medium	9,695	2,042	2,034	2,021	3,598
Medium	1,745	287	462	418	578
Medium High	510	205	31	202	72
High	392	116	247	12	17
COMMERCIAL					
Retail	934	246	317	117	254
Throughfare	108	108	-	-	-
Visitor	131	112	4	-	15
Professional & Admin.	258	135	-	13	110
INDUSTRIAL					
Research & Industrial	2,029	165	447	98	1,319
General Industrial	375	367	8	-	-
PUBLIC, QUASI- PUBLIC AND OPEN SPACE					
Public & Quasi Public	2,095	322	356	655	762
Parks & Recreation	1,528	97	108	445	878
Water	3,120	1,587	-	-	1,533
Open Space	<u>14,511</u>	<u>658</u>	<u>780</u>	<u>1,821</u>	<u>11,252</u>
TOTAL	44,417	6,632	4,794	9,288	23,703

6. POLICIES AND GUIDELINES

Because of its broad nature, the general plan requires interpretation in its application to specific projects or actions which require conformance with the plan. The policies and guidelines contained in this section are an integral part of the general plan and assist the user of the plan to interpret and apply the goals and objectives of the land use categories, and the land use diagram.

6.1 DEFINING DEVELOPMENT AREAS

The areas shown in the land use plan are a generalized expression of the land use objectives of the general plan. In the currently developed areas of the City, the boundaries of land use areas generally correspond with existing uses. In the currently undeveloped areas of the City, the boundaries are subject to interpretation based on topography and environmental considerations, as well as land uses, and are not intended to be quantified as the amount of land devoted to each use. The following guidelines assist in further defining development areas as additional topographic and environmental information becomes available.

1. The General Plan's Land Use Plan defines three general categories of land: areas for urban development, transportation corridors, and open space/greenbelt areas.
 - a. The urban development areas are those which are most suitable for residential, commercial, or industrial development due to a variety of factors including relatively unconstrained topography, location with respect to existing or future transportation corridors, and their potential to be provided with utilities and public services.
 - b. The transportation corridors are established to provide and protect land necessary to support the ultimate circulation requirements of the land use plan. The alignments are generally responsive to the constraints of land form.
 - c. The open space areas are established to protect and preserve sensitive natural land forms, vegetation, wildlife habitat, canyons, drainage courses, and mountains. They also serve to provide areas for parks and establish visual relief within the community.

2. The urban development areas on the General Plan Land Use Plan are defined based on the general topographic and other data available for the entire planning area. More detail data is expected to permit a more precise determination of the urban development area as defined in paragraph 1.a. above. The more detailed determination of the urban development areas, transportation corridors and open space areas will be part of the planning review process on specific development proposals.
3. The transportation corridors are defined as those public rights-of-way that are included in the Circulation Element of the General Plan. These include the following roadway classifications, freeways, expressways, prime arterials, major streets and collector roads.
4. Open space/greenbelt areas are generally defined on the Land Use Plan by the following, and the major elements are more specifically described in Section 7.3.
 - a. Floodway and floodway fringe.
 - b. Canyon or stream valley floor.
 - c. Slopes of 25% and greater that define a canyon, stream valley or mountain.
 - d. Slopes of less than 25% but which are part of the continuity of slopes defining a canyon, stream valley, top of mountain, etc.
 - e. Transition areas at the top of slope adjacent to a canyon.
 - f. Significant side canyons and stream valleys to a main canyon.
 - g. Utility easements.
 - h. Developed parks and recreation areas. The location of proposed parks, particularly neighborhood and community parks, should typically be located on generally level, well-drained land, suitable for cost effective construction of recreation facilities. They should also be easily accessible from the adjacent residential communities. These parks are expected to be both in canyon and valley open space areas and on adjacent mesa areas.

- i. Important land forms.
- j. Agricultural lands.

6.2 ESTABLISHING RESIDENTIAL DENSITIES WITHIN THE RANGE

The purpose of this section is to provide the criteria used in determining the appropriate gross density for project implementation within any given range. There is no density within the range which is assumed to be more desirable than any other, whether that density be at the lower or higher end of the range. In establishing densities, a primary objective is to achieve an overall density equilibrium. This achievement of equilibrium is essential to the promotion of order, amenity, diversity, and urban vitality.

In the City's evaluation to determine the appropriate density for a project, the assumed density, in any residential range, begins at the "baseline density" and may move toward the upper end of the range. The evaluation to determine the appropriate density within the range shall be based on a thorough addressment of the project's adherence to the following issues:

1. Compatibility with existing and proposed surrounding land use patterns, both urban and rural, natural and manmade, in order to achieve an overall reduction in land use friction. Consideration shall also be given to proximity to Urban Activity Centers and nodes (as discussed in Section 7.2).
2. Sensitive response to the physical characteristics of the site having to do with:
 - a. Landform preservation, including adherence to grading policies stated in Section 7.7.
 - b. Surrounding and/or internal existing and proposed circulation patterns as shown in the Circulation Element.
 - c. Relationship to open space/greenbelt systems as shown on the Plan Diagram.
 - d. Environmental considerations and natural amenities.
 - e. Visual and functional quality.
3. Achievement of a variety of housing types permissible within the character of the "range" and responsive to the

improvement of the townscape, sophistication, and livability of the area.

Said variety shall not produce a haphazard or poorly coordinated land use pattern from the standpoint of the principles of sound city and townscape planning.

It may be determined that the appropriate density for a project should be above the midpoint of the range. In such instance, the project shall contain features which provide exceptional and extraordinary benefits to the residents of the City of Chula Vista, as interpreted by the City Council after review by the Planning Commission.

In no case shall a project be awarded a number of dwelling units which exceeds the high end of the density range authorized by the General Plan category, or be inconsistent with the character of the residential land use category, as set forth in Section 4.1.

Notwithstanding the above, transfer of density is permitted from an open space area designated on the General Plan, within the boundaries of a project. This density may be transferred to a residential development area at the rate of one dwelling unit per 10 acres. The transfer shall not result in a gross density which exceeds the "maximum density" for the range.

Upon determination of the density, the Planning Department shall, within its report on a given project, forward its recommendation to the Planning Commission and City Council. Said recommendation shall include an analysis of how the project addresses the issues contained in this section.

6.3 CLUSTERING OF RESIDENTIAL DEVELOPMENT

The concept of residential clustering involves the aggregation of dwelling units onto a reduced land area in order to achieve a more sensitive response to the site, and provide additional amenity for the project residents, in the form of open space and recreational opportunities.

The General Plan encourages the clustering of residential development where such clustering accomplishes all of the following:

1. Preservation of the natural landform;
2. Aggregation of open space within the development for amenity and recreational purposes; and

3. Enhancement of land use order, visual and functional quality, and livability, of the project.

In accordance with the above goals, clustering within any project shall be governed by the following criteria:

1. The clustering shall result in a housing type which is consistent with those prescribed for the residential land use category in Section 4.1.
2. The site plan that results from clustering shall retain the same overall character as that described in the General Plan residential land use category. The introduction of some units characteristic of higher density types within the category is permitted, as long as the predominate character of the project remains the same as the underlying General Plan category.
3. The number of units permitted within the gross acreage of the project shall not increase through clustering.
4. The maximum net density within any residential cluster shall not exceed:
 - a. 4.5 units per net acre for the Low Density Range
 - b. 10 units per net acre for the Low-Medium Density Range

6.4 MULTIFAMILY RESIDENTIAL DEVELOPMENT

The general land use plan indicates potential areas for the location of multifamily residential development. These areas include existing, built-up areas of the city as well as currently undeveloped areas. When multifamily housing is introduced in existing, built-up areas, particular attention should be devoted to questions of access and compatibility with surrounding uses.

1. Multifamily development should be located on parcels directly accessible from a 4-lane collector or higher classification street.
2. Multifamily development adjacent to single family area should be of a massing and scale that complements the single family development.
3. A multifamily project should provide sufficient open space for use by residents of the project.

4. Very high density projects -- those which exceed 27 dwelling units per gross acre -- may be considered in certain activity centers, where the proposed projects clearly demonstrate, through their townscape planning and urban design, a unique sensitivity to human scale, and manifest orderly visual and functional relationships. Integration of interior-exterior landscaping, the orderly massing of buildings, the pleasant arrangement of on-site open and enclosed space, and the provision of ample on-site parking and recreational facilities are some of the tests which should be applied in the determination of the appropriateness of very high density projects.

6.4A PLAN IMPLEMENTATION -- SPECIFIC PLANNING AND ZONING

The General Plan of the City of Chula Vista is comprised of long-range, comprehensive, and general goals, measurable objectives, statements of policy, principles, and planning and design proposals. It is the blueprint for the orderly, physical growth, development, and conservation of the Planning Area, and the constitution of local planning.

The Chula Vista General Plan is not self implementing, but requires intermediary plans for its effectuation. One type of intermediary plan is the specific plan, which is both "policy" and "regulatory" in nature. A specific plan is a large-scale version of a general plan, but covers only a portion of the planning area. It must be entirely consonant with the General Plan, since, within the territory it covers, it speaks for the General Plan.

The specific plan's preparation is a major municipal undertaking, and is therefore utilized in conjunction with large areas, such as communities. The City of Chula Vista has prepared and adopted several specific plans, including the El Rancho de Rey, Bayfront, and Montgomery Specific Plans. It has also prepared and adopted major redevelopment plans, which are similar to specific plans. These planning productions include the Town Centre No. I, Town Centre No. II, and Otay Valley Road Redevelopment Plans.

Another major implementing mechanism is the zoning plan, which takes the form of municipal legislation. Zoning regulations govern, through the application of preannounced standards, land use, building heights, building bulk, outdoor advertising, and off-street parking. Zoning -- Planned Community (P-C) or traditional (Euclidean) -- has the capability to promote order, amenity, and environmental quality, provided that its administration is guided by the principles of city

planning and the adopted General Plan. Zoning must be consistent with the General Plan.

While the General Plan encourages planned residential development, it does not seek to establish a preference for Planned Community zoning over Euclidean zoning (traditional zoning). Its sole preference is for the application of the proper regulatory mechanism to each proposed project.

6.5 HILLSIDE DEVELOPMENT

Chula Vista's mesas and generally flat rolling topography offer the most rational conditions for intensive urban development, while hillsides, canyons, and valleys serve as an invaluable connecting resource between intensive development of the mesas and the many natural features of the city. It is the intent of the general plan to focus urban development on the city's mesa land and respect, preserve and maintain the natural, topographic features. Significant, highly visible hillsides in particular are a fairly rare topographic feature in the general plan area.

In order to assure that the limited developments that are permitted in the hillside areas of Chula Vista are visually compatible with the hillside and do not create public safety and maintenance problems, guidelines have been prepared that identify the general design and construction approach that will be used.

1. Site and Building Design

- a. Development should be clustered and configured to emphasize the existing topography and minimize the impact.
- b. Structures should be designed to fit into the hillside rather than altering the hillside to fit the structure.
- c. Lot sizes should vary in size, elevation and orientation in response to the existing slope and to encourage an irregular pattern of building placement, height and setbacks.
- d. Down-slope lots should consider use of front yard garages as well as reduced setbacks to limit grading and fit the structure to the landform.
- e. Impervious surfaces should be designed and sited to relate to the natural drainage system.

2. Roadways

- a. Streets should relate to the existing contours and gently "spiral" up slopes and not be characterized by "hairpin turns" or "switchbacks".
- b. Streets should be wide enough to safely handle projected traffic and emergency vehicles. However, a width below conventional standard may be considered to reduce grading and scarring of hillsides.
- c. Hillside streets may be reduced in width if the streets are single-loaded.

3. Grading and Drainage

- a. The grading and excavation proposed in connection with the development should be designed so as to not result in soil erosion, silting of lower slopes, slide damage, flooding, severe scarring or any other geological instability or fire hazard.
- b. Landform grading should be the dominant grading method used for a development project. (See Section 7.7 for additional discussion of landform grading).
- c. Grading should be confined substantially to the building pad and not extend to the entire lot.
- d. Large cut or fill slopes should be avoided particularly in more visible areas.
- e. Retaining structures should be used as an alternative to banks of cut and fill, especially where such structures can eliminate long sliver cuts or fills.

4. Engineering

- a. The structural characteristics of the soil should be utilized as a determinant of the type of construction. A geological reconnaissance report should be a standard data resource to identify any soil stability issues.
- b. Areas for development should not include hazard areas such as ancient landslides, unstable soils or fault zones.

5. Landscaping

- a. Disturbed slopes should be replanted with native vegetation and maintained for a period until the vegetation is well established and can be self-sufficient.
- b. Replanted vegetation should be compatible with surrounding trees, shrubs and groundcover so the demarcation line between new and undisturbed vegetation is not evident.

6. Aesthetics

- a. The overall development should retain the visual quality of the hillside site. The aesthetic quality of the development should be generally higher than the surrounding residential neighborhood commensurate with the significance of the high visibility hillside site.
- b. The development should be sited on the least visually sensitive portion of the site to preserve natural landforms and preserve important natural views to the site.
- c. A variation in the architectural theme and/or massing should be used to create variety.
- d. The scale and character of the buildings should be consistent with the scale and character of terrain and surrounding neighborhood.
- e. Skyline ridges should be preserved with roads and structures located below these ridges.
- f. Significant hillsides should be preserved in their natural state. Such hillsides are defined as areas that because of their uniqueness or location deserve special attention should be given priority for preservation. These significant hillside areas include:
 - o Unique finger canyons;
 - o Native trees or mature manmade groves of unique visual characteristics or environments;
 - o Rock outcroppings;
 - o Ridgelines and dominant topographic features that are highly visible from adjacent public areas or neighborhoods;

- o Areas that are part of, or adjacent to, an open space linkage system.

6.6 HIGHRISE DEVELOPMENT

Chula Vista is a city characterized, in part, by low density and lowrise urban development. This dominant character is to be retained in new development areas and in the redevelopment of the existing areas. Mid and highrise development, if limited in numbers and to specific areas, is not necessarily inconsistent with the maintenance of this character.

The categories of development in Chula Vista with respect to height are defined as follows:

Lowrise	0-3 Stories
Midrise	4-7 Stories
Highrise	8-15 Stories

Three areas of Chula Vista are designated as candidate areas for a limited amount of mid and highrise development.

- o The bayfront in the area bounded by E and J Streets and Marina Parkway and I-5.
- o The commercial office area between the E and H Street Trolley Stations and Woodlawn and I-5.
- o The Eastern Urban Center and Business Park in Eastern Territories. This is the area bounded by Orange, Eastlake Parkway, Otay Lakes Road and Hunte Parkway.

One area is designated as a candidate for midrise development, but not highrise development. This is the residential high and commercial office area east and west of Third Avenue. Highrise development in this location is not seen as retaining the lowrise village character. A midrise development is seen as possible if site planning and architectural treatment is consistent with the community character.

Due to potential impacts on circulation and public services, all proposals for high density developments, including mid- and highrise developments, should be reviewed for both incremental and cumulative impacts. In particular, the proposed development should have good access to a circulation element street. The circulation element street would have to be examined as to its existing and potential capability of adequately handling these additional trips.

6.7 FISCAL IMPACT ANALYSIS

The city's land use planning decisions, including the adoption of this general plan, have both current and future impacts on the city's financial resources. As part of the evaluation effort which accompanied the preparation of the general plan, an analysis was prepared to study the impact of new urban development on the city's operating revenues and expenses of the general fund (P&D Technologies, 1988). The analysis indicated that the overall impact would be positive, subject to a number of assumptions about the continuity of the general plan and regional and local economic conditions.

Because of the importance of this issue to the city, it is proposed that the fiscal impact analysis be updated whenever significant changes in assumption are made in the following areas:

- o Future distribution of land use or the rate of development.

Amendments to the general plan land use reflect significant changes in assumptions about the future. Such changes should be analyzed for fiscal implications to the city. Similarly, even if the general plan remains the same, significant variation in the rate of development for example, (if actual development is significantly faster or slower than expected) should also be analyzed for fiscal impact.

- o Unit costs of public services.

The traditional fiscal impact analysis is based on fixed unit costs of public services, such as per capita and per acre costs. Significant changes in such costs, for example due to higher energy costs, should be analyzed for fiscal impact.

The City should conduct an annual review of unit costs to be utilized in fiscal impact analyses and make such costs available to the staff and the public. Annual reviews would facilitate comparison of year-to-year changes in public service costs. Use of standardized data would also facilitate comparison of project-specific fiscal impact analyses with the general plan analysis.

- o Revenue Sources:

Sources of city's revenues can change significantly over a period of several years, particularly with regard to

federal and state subventions. Local revenue rates (e.g., user fees) can be altered by Council action. All such changes should be analyzed for fiscal impact to the city.

In order to expedite review and analysis, a model of city's financial operations should be established, to be used and maintained by the Finance Department. The model should incorporate capital as well as operating expenditures and clearly stated set of assumptions about future land use (for 5, 10, and 20 years), costs, and revenues. It may be appropriate for the city to engage a consultant to assist in developing the fiscal model and to recommend long range programs to increase revenues and reduce costs.

7. COMMUNITY AND URBAN DESIGN

The design of a city can be consciously ordered to improve how well things look and how well they serve their purpose. Urban design focuses on this overall design of the planning area, as opposed to the planning and design of individual sites. To accomplish this, the various land uses of the city have been organized and unified by an "urban design structure." The open space system, the circulation network, and the neighborhood structure comprise the overall urban design structure. The urban design structure provides a framework in which a unified city is created, with an image of overall identity for its residents. It guides the growth of the planning area, while preserving the natural environment and maintaining individual project and future planning flexibility.

Urban design is part of the land use element of the general plan. While the remainder of the land use element describes what uses may be placed in a specified area, urban design describes the interrelations of those uses within the urban design structure. Urban design is also strongly related to the circulation, and conservation and open space elements. With this urban design reference point individual proposed projects will be viewed in the larger context and evaluated on their potential to contribute to the implementation of the general plan.

The Community and Urban Design section is comprised of seven subject areas as follows: land form, urban core, eastern urban center and community activity centers; greenbelt, open space and trail system; gateways; regional transit; neighborhood character and land development.

7.1 LAND FORM

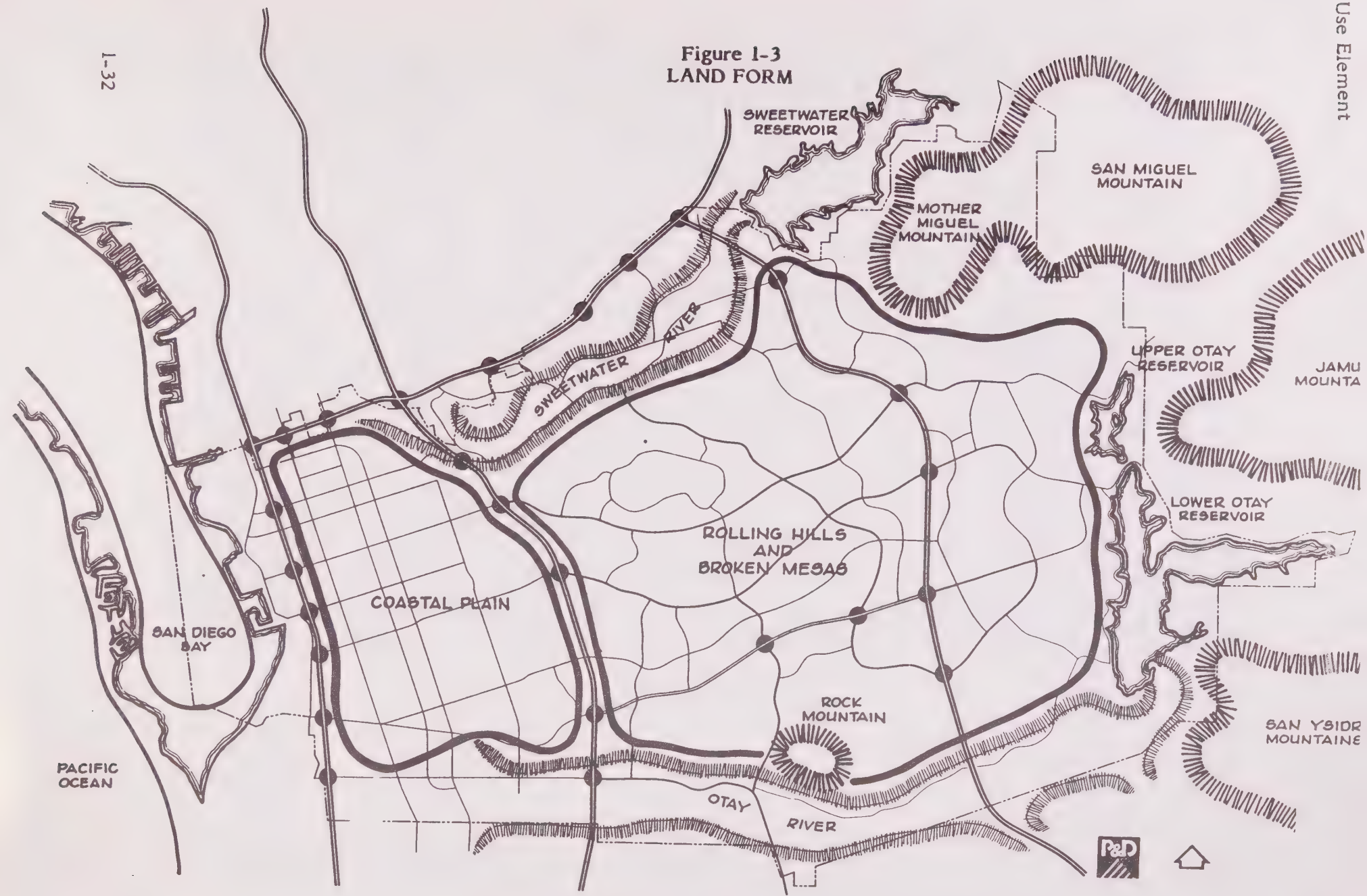
The land form of Chula Vista is the basis of the city's quality. Chula Vista and the San Diego region is an arid coast with a dry, mild, Mediterranean climate. When irrigated, the land will become lush but its natural vegetation is, for the most part, low and muted color.

At a distance of about 15-20 miles, bold rocky mountains parallel the seacoast, providing a handsome backdrop for the coastal mesa and foothills. Through these mesas small streams, often in deep valleys, carry the intermittent mountain water to the sea. In the region more than a dozen of these rivers provide a strong geographic definition to communities. Two of these rivers, the Sweetwater and the Otay, generally form the northerly and southerly boundaries of the general plan area.

The landform of Chula Vista is comprised of three characteristic areas generally progressing from the shore to the mountains. The coastal area extends from the bayfront to approximately I-805 and is a low flat plain not broken by the canyons and stream valleys associated with the higher mesas near the coast. The second is the low rolling hills east of I-805 and extending generally to the area of the Otay Lakes. In this area of higher elevation water courses have cut through the mesa and created rolling hills and smaller mesas. The third area is the mountain foothills. Most of these areas, as well as the mountains themselves, are located east of the general plan area. Mother Miguel Mountain is in the northeast portion of the planning area, a smaller companion to San Miguel Mountain immediately to the east. Rock Mountain is just north of the Otay River and, though much smaller than Mother Miguel, is unique in that it exists separated by several miles from the foothills of the San Ysidro Mountains to the east.

This landform has led to a community in the coastal plain area of rectilinear grid streets, parks and public facilities not constrained by any topographic features. This changes significantly in the area east of I-805. The topographic relief, while generally not severe, leads to a different pattern of circulation, open space and public facilities. This organic, curvilinear form retains many of the qualities of the traditional grid plan of Chula Vista but responds to the changing landform and clusters development to preserve canyons and useable open space. These open space opportunities, such as the Chula Vista Greenbelt, also influence the direction of the continuing redevelopment of Central Chula Vista and Montgomery. This influence creates the integrated urban design structure of the general plan (Figure 1-3).

Figure 1-3
LAND FORM



7.2 URBAN CORE, EASTERN URBAN CENTER AND COMMUNITY ACTIVITY CENTERS

Central Chula Vista/Bayfront Urban Core

The Chula Vista Urban Core is located in the Central Chula Vista area and is generally bounded by E and H Streets and Third Avenue and Marina Parkway. The major facilities existing or planned for this area are illustrated in Figure 10-1 of the Central Chula Vista Area Plan. This area currently contains the greatest diversity of urban facilities in the city in a generally low to medium density urban pattern. In the future this area will expand both the concentration and diversity of facilities continuing to reinforce its role as the urban core of the city.

A key element of the general plan definition of the urban core is that it extends east-west from Third Avenue to Marina Parkway. This is to emphasize two important future characteristics of the Urban Core:

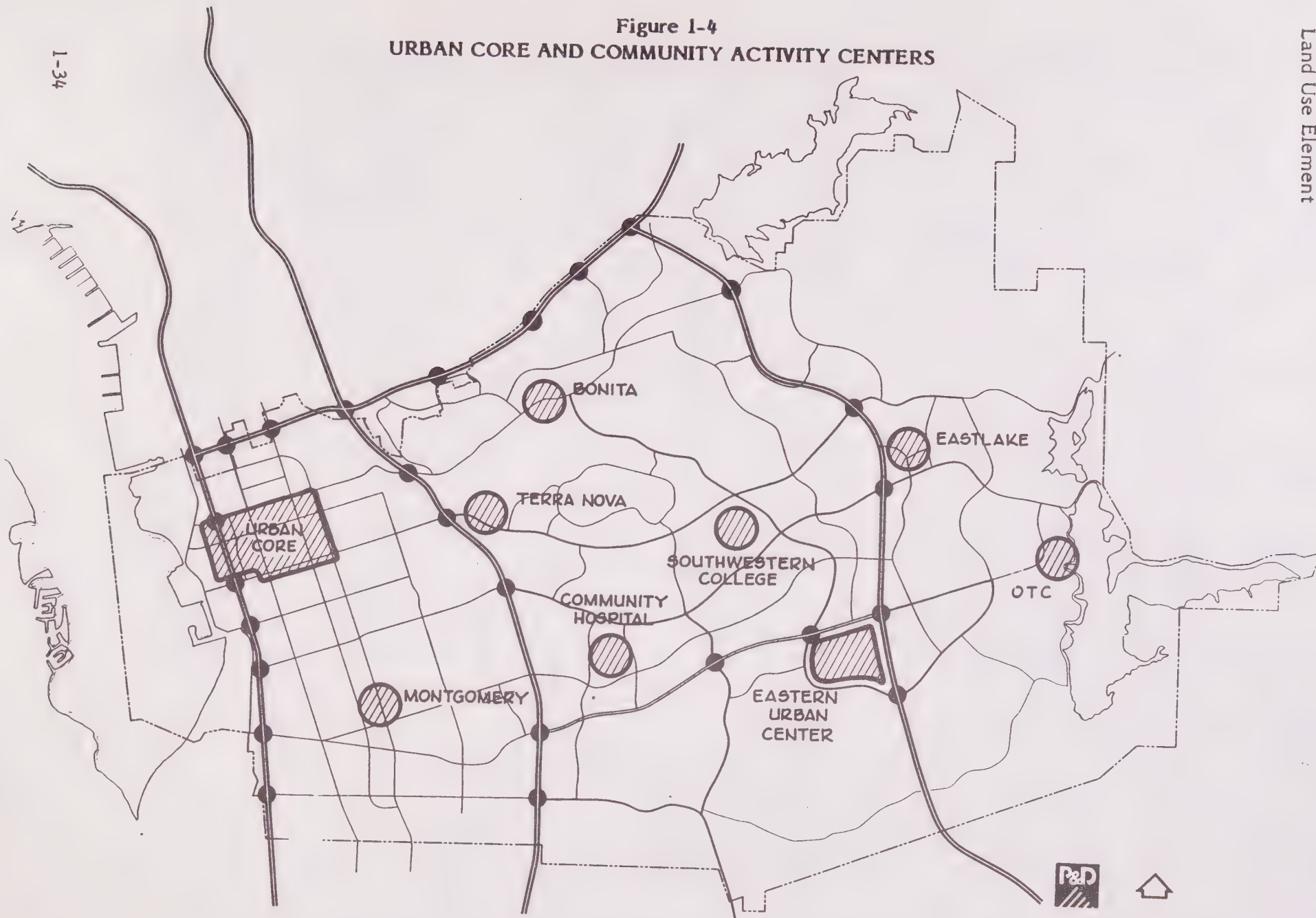
1. The Urban Core extends to and slightly into the bayfront area with very strong east-west links integrating the bay and the residential, business and public activities east of I-5.
2. The Urban Core is served by a balanced and coordinated transportation system comprising freeway access, regional transit, shuttle bus, pedestrian and bicycle routes.

Eastern Urban Center

The Eastern Urban Center is a new concentration of urban facilities and services. It is located in the area bounded by Orange Avenue on the north, Route 125 on the east, and Otay Lakes Road on the west and south. The major facilities planned for this area are discussed in the Eastern Territories Area Plan. This urban center is expected to be developed at a time considerably in the future. Development will respond to public facility availability and area need.

The City of Chula Vista expects and supports the development of the Eastern Urban Center as serving the Eastern Territories and the regional corridor along Route 125. It should be planned to be complementary to, rather than competing with the Urban Core.

Figure 1-4
URBAN CORE AND COMMUNITY ACTIVITY CENTERS



Community Activity Centers

Community Activity Centers are subcenters of the general plan area that provide a variety of community support facilities and services. They are not exclusively community retail centers and may include higher density residential, employment, education, health care, recreation and other public and private services.

The seven Community Activity Centers in the Chula Vista General Plan Area are as follows:

- o **Montgomery.** The area in the vicinity of the intersection of Third Avenue and Oxford Street.
- o **Bonita.** The area along Bonita Road between Sweetwater Road and Otay Lakes Road.
- o **Terra Nova.** The area of East H Street east of I-805.
- o **Community Hospital.** The area around the Chula Vista Community Hospital.
- o **Southwestern College.** The area in the vicinity of the intersection of East H Street and Otay Lakes Road.
- o **Eastlake.** The Eastlake Village center and commercial office area in the vicinity of Telegraph Canyon Road east of Route 125.
- o **Olympic Training Center.** The OTC site and adjacent mixed use areas south of Orange Avenue, near Lower Otay Reservoir.

7.3 GREENBELT, OPEN SPACE AND TRAIL SYSTEM

Chula Vista Greenbelt

The Chula Vista Greenbelt is the backbone of an open space and park system that extends throughout the city. The circumferential greenbelt utilizes existing developed and undeveloped open space and potential new open space linkages to effect a continuous 28 mile open space and park system around the city.

The developed parks are located along the greenbelt however, a majority of the acreage is comprised of undeveloped open space. Commercial recreation uses, such as golf courses, and the Olympic Training Facility are compatible with the open space character of the greenbelt are also suitable land uses.

The developed parks in the greenbelt are linked by a hiking and bicycle trail system that forms a continuous loop around the city. To assure continuous access for maintenance and security patrols this trail is envisioned as the equivalent of a one lane paved road, approximately eleven feet wide, with a structural design to allow maintenance vehicles to use the trail.

To assure a coordination of planning for all the components of the Chula Vista Greenbelt an overall master plan is recommended. This plan should identify the environmentally sensitive areas, existing and candidate park and recreation sites, trail connection corridors, alignments and road crossings, potential enhanced habitat areas and other uses which may be determined to be compatible with the open space character of the Chula Vista Greenbelt. The master plan should integrate the approved development plans for the Eastlake III portion of the greenbelt with the conceptual plans for the remainder of the greenbelt project.

The major components of the Greenbelt are as follows (Figure 1-5):

Bayfront Park to Otay River

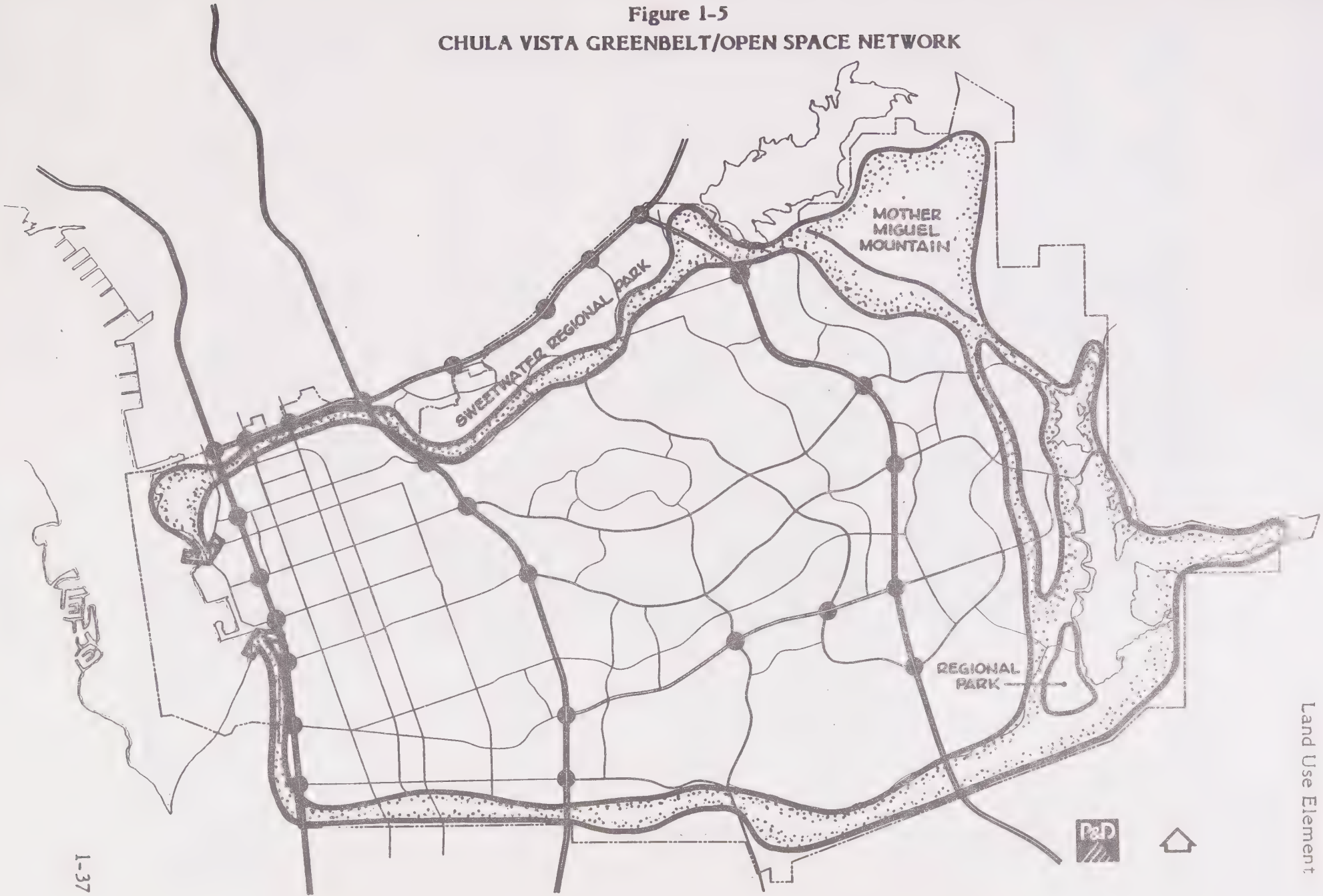
This portion of the greenbelt is an enhancement of the Bay Boulevard corridor between the Chula Vista Bayfront Park south to the Otay River. Limited enhancement and shoreline access is proposed consistent with security and access requirements of the San Diego Gas and Electric facility and the Western Salt Works plant.

Otay River Valley to Otay Lake Regional Park

This major regional open space corridor is to be improved with a series of community neighborhood and special purpose parks. These candidate sites place improved parks along this section in the Greenbelt at approximately 1½ to 2 mile intervals with interconnecting bicycle and hiking trails. The eastern terminus of this Greenbelt section is the Otay Lake County Park expanded to a full regional park facility.

This portion of the Chula Vista Greenbelt is an important regional recreation area and as such should include a broad variety of recreation and open space uses ranging from natural or restored habitats to public or private active recreation. This portion of the greenbelt will act as the centerpiece of the entire system extending from the waterfront to Salt Creek and Otay Lakes.

Figure 1-5
CHULA VISTA GREENBELT/OPEN SPACE NETWORK



The Otay River Valley is an extremely important part of the Chula Vista Greenbelt. Other components already have significant segments under public ownership or control. The Otay River Valley remains largely in private ownership.

This area of the Greenbelt encompasses, to the greatest extent possible, the entire river valley and the defining slopes and bluffs. Between I-5 and I-805 the southerly boundary of the Greenbelt includes the well defined bluffs along the southside of the river. The tops of the bluffs are relatively flat City of San Diego land that has already been substantially developed for urban uses. The northerly boundary generally coincides with the existing limit of industrial and residential development in the Montgomery area. The several sand and gravel extraction sites are located in the Greenbelt.

Between I-805 and Heritage Road the southerly boundary of the Greenbelt is the top of the irregular bluff that is located in the City of San Diego. The bluff itself and slopes comprising the canyons and low lands stepping down to the Otay River are included in the Greenbelt. The mesa beginning near the top of the bluff is proposed for commercial and residential development as part of the City of San Diego, Otay Community Plan. Some of this area extends into the Chula Vista General Plan area. The northerly boundary of the Greenbelt is the southerly limits of the Otay Valley Road industrial area and Otay Valley Road. The southerly limits are generally established by the location of wetlands along the Otay River.

The Rio Otay Business Park is the only major urban development within the designated Chula Vista Greenbelt and was approved previous to its formulation. Similar islands of urban development in the Otay Valley or elsewhere in the Chula Vista Greenbelt are not recommended by the general plan. The open space that comprises the Greenbelt continues along the northerly edge of the Rio Otay Business Park project affording a continuity of the Greenbelt system.

Between Heritage Road and Otay Lake Regional Park the Otay Valley is undeveloped and is currently under one ownership. The southerly boundary is the top of the well defined bluffs extending all along the river valley. The northerly boundary is the top of less well defined low, broken mesas and rolling hills that comprise the land form along this side of the river. Low density residential development is shown extending close to the river valley but still preserving the valley defining slopes and finger canyons.

Otay Lake Regional Park to Mother Miguel Mountain and Sweetwater Reservoir

This Greenbelt segment is comprised of an eastern and western arm. From south to north the eastern arm is comprised of the Lower and Upper Otay Lakes and adjacent shoreline and slopes which define the reservoir and the field areas of the Olympic Training Center. The Greenbelt extends north of the Upper Otay Reservoir along Proctor Valley Road and the adjacent drainage course to the vicinity of the Otay Water District property. The primary candidate park site in this area is the peninsula on the eastern shore of the Lower Otay Reservoir between the two branches of the reservoir and adjacent to Telegraph Canyon Road. The westerly arm of the Greenbelt is comprised of the Salt Creek canyon and drainage course and the adjacent defining slopes. It reconnects with the eastern arm at the Otay Water District property. Candidate park sites for this arm include sites in the vicinity of Otay Valley Park Road, Eastlake Trails, Eastlake Woods and Salt Creek Ranch neighborhoods.

The Greenbelt north and west of the Otay Water District property includes the area of Mother Miguel Mountain. The main Greenbelt connection point is along the southerly edge of Mother Miguel to Wild Mans Canyon and the southwesterly shoreline of the Sweetwater Reservoir.

Sweetwater Reservoir to I-805

This portion of the Greenbelt already exists as the Sweetwater Valley Regional Park containing two golf courses and numerous community and neighborhood parks and natural open space areas.

I-805 to Bayfront Park

The Sweetwater Valley Regional Park ends in the vicinity of I-805 and Plaza Bonita Road. The Greenbelt extends under the freeway south of the interchange with Route 54 and along the southerly edge of the Route 54 to the vicinity of 5th Avenue extended. The Greenbelt then follows the alignment of the Sweetwater River prior to the freeway construction along a natural open space area north of C and Seavale Streets and under Broadway, the railroad and trolley tracks and I-5 to the bay. The Greenbelt parallels Marina Parkway south to the Chula Vista Bayfront Park incorporating the adjacent open space, wetlands, natural preserves and interpretative center and developed parks.

Open Space and Trail Network

The Chula Vista Greenbelt is the most dominant feature of an open space network that, with secondary elements, extends the greenbelt into the urbanized area and connects community and neighborhood open space to the greenbelt. These secondary open space corridors also provide trails permitting non-vehicular travel across much of the city through open space, parks or along low volume vehicular streets.

In addition to the Greenbelt the principal elements of the open space and non-vehicular circulation network are as follows (Figure 1-6).

1. F Street Gateway

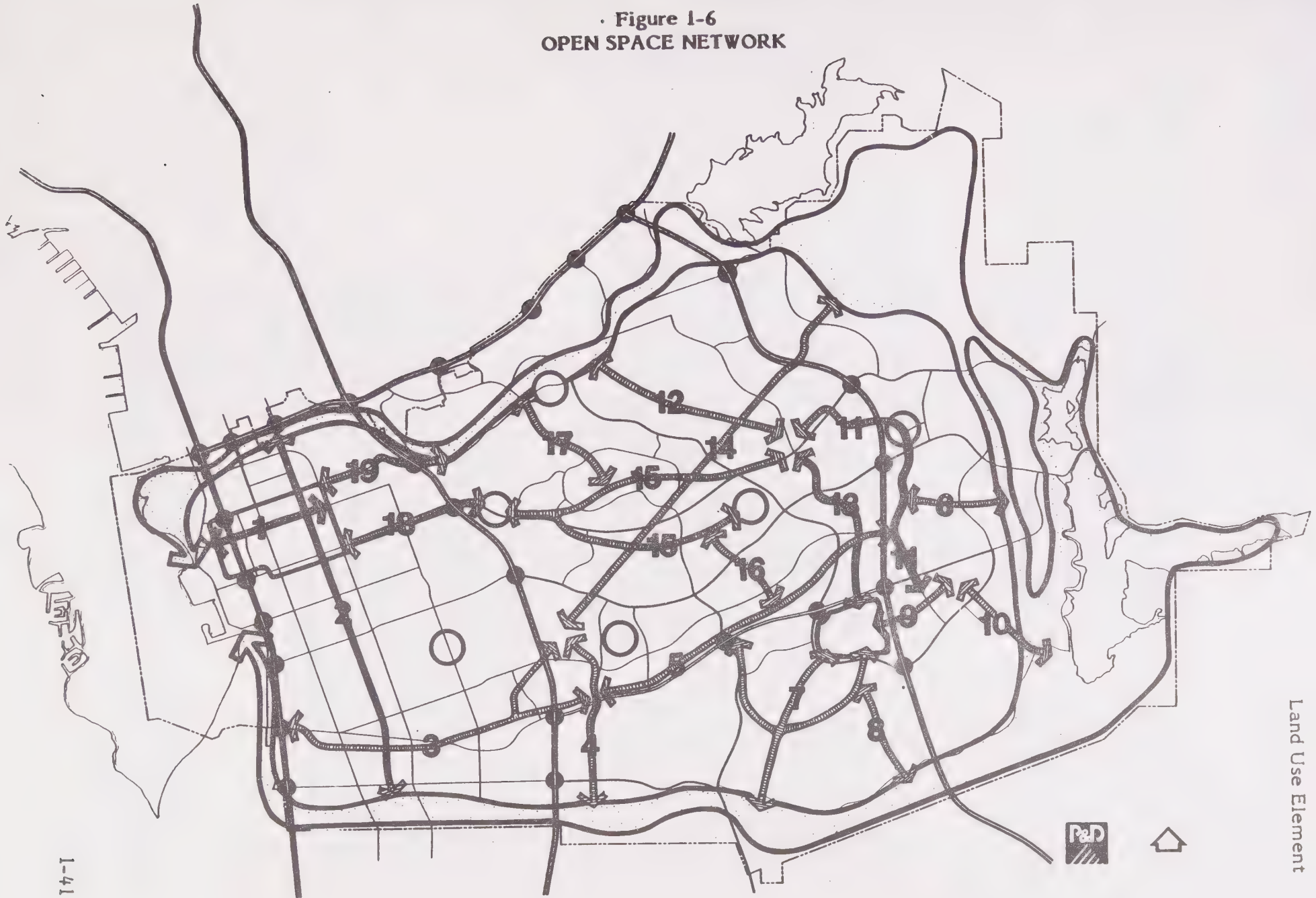
F Street is the only major street in the urban core that extends a view of the bay into the city. San Diego Bay can be seen from Third Avenue along F Street. This gateway is seen as the major non-vehicular connection east-west through the urban core connecting the bayfront on the west to the Third Avenue retail area on the east. It is also a greenspace corridor with substantial setbacks for new development and a consistent landscape theme emphasizing its linear, connecting character through the urban core. Existing facilities along the F Street Gateway include:

- o Third Avenue retail area
- o Town Center I
- o Central Library and Friendship Park
- o Civic Center

Additional facilities that are planned or may occur in the future and would contribute further to the establishment of F Street as a major concourse for Chula Vista are as follows:

- o Extension of panhandle of Memorial Park to F Street
- o Renewal or redevelopment of the shopping center at Fourth Avenue
- o Redevelopment of low density residential to medium density between Fourth Avenue and Broadway
- o Renovation of retail facilities at the intersection of Broadway
- o Redevelopment of the residential areas between Broadway and Woodlawn from low density to high density (see Figure 10-3)

• Figure 1-6
OPEN SPACE NETWORK



- o Development of a 5-8 acre community park south of F Street east of Woodlawn Avenue.
- o Development of new commercial office areas between Woodlawn and I-5
- o Divided boulevard street between I-5 and Broadway with landscaped median.
- o Bayfront development
- o Consistent landscape theme
- o Undergrounding of utilities
- o Pedestrian and bicycle facilities

2. Fourth Avenue Residential Parkway

Fourth Avenue is the only continuous major north-south street through the central part of the city that is not dominated by commercial land uses. It also has a number of public facilities which when interconnected along a dominantly residential street can form a new corridor through the city. The existing and future landscape treatment of this street should establish it as the residential and public facilities oriented concourse north-south through the city in a similar way that F Street will be a east-west concourse. This is in contrast to E and H and Third and Broadway which through upgraded with new and higher quality development will remain commercial/retail streets. Existing facilities along the Fourth Avenue Residential Parkway include from north to south:

- o Eucalyptus Park
- o Civic Center
- o Central Library and Friendship Park
- o Memorial Park
- o Scripps Hospital
- o Community Youth Center
- o Chula Vista High School
- o Rice Elementary School
- o Lauderback Elementary School and Park
- o Montgomery Elementary School

Additional facilities that may occur in the future and would contribute further to the establishment of Fourth Avenue as a major concourse for Chula Vista are as follows:

- o Redevelopment of low-medium density residential to higher density residential with substantial set-backs and landscaping
- o Neighborhood park south of Rice Elementary School
- o New park southeast of Orange Avenue

- o Community park in the Chula Vista Greenbelt at the southerly end of Fourth Avenue/Hermosa Avenue
- o Development of a uniform roadway cross section
- o Consistent landscape theme

The intersection of the F Street Gateway and the Fourth Avenue Residential Parkway is the Civic Center and Central Library complex, an important focus and reference point for the city.

3. SDG&E Open Space Corridor

The SDG&E Open Space Corridor is the increased park, pedestrian and bicycle utilization of the SDG&E easement east-west across the Montgomery Community and connecting to Eastern Territories. This connects, via Palomar Avenue, to the Bay Boulevard portion of the greenbelt and the Palomar Trolley Station. Extended across the Montgomery Community, it connects two elementary schools, a high school and three parks. To the east it crosses I-805 at Palomar Avenue and extends to Rogers City Park and adjacent elementary schools. It also extends along Orange Avenue to connect to the Poggi Canyon Open Space Corridor. The physical enhancement and public access to the SDG&E easement to form a continuous open space and trail corridor across the Montgomery Community is an important public amenity for the area. The development of commercial uses in the easement which would disrupt the continuity of the system is not recommended.

4. Medical Center Drive/Brandywine Avenue Greenway

Medical Center Drive and Brandywine Avenue functions as the major connection between the existing and future community emerging around the Chula Vista Community Hospital and Greg Rogers Park and the Greenbelt. It is a wide street which typically is not fronted by individual residential units and contains substantial adjacent landscaping. It connects Greg Rogers Park with the Greenbelt and a candidate park site located at the end of Brandywine extended south of Otay Valley Road. A park in this location will serve the residential neighborhoods along Brandywine as well as the Otay Valley Business Park.

5. The Poggi Canyon To Eastlake Open Space Corridor

The Poggi Canyon Corridor designates the preservation of the maximum open space in the northern portion of Poggi Canyon

between Brandywine and Paseo Ranchero by the alignment of Orange Avenue as southerly as practical in the canyon. Orange Avenue is thus paralleled on the north by a natural openspace park. East of Paseo Ranchero the alignment of Orange Avenue extends to the south of Poggi Canyon. The open space corridor continues in the main canyon across Otay Lakes Road and across Route 125 at the point where Palomar also crosses Route 125. East of Route 125 the open space corridor extends to the high school site and community park between Eastlake Parkway and Route 125.

6. Eastlake to Salt Creek Park System

The Eastlake Park System further extends the Poggi Canyon open space through Eastlake to Salt Creek. Beginning in the vicinity of the high school and community park, the open space extends across Eastlake Greens and Eastlake Trails to intersect with Salt Creek approximately halfway between Telegraph Canyon Road and Orange Avenue. Several neighborhood parks are expected to be located along this connection.

7. Wolf Canyon

The Wolf Canyon open space provides several different connections in the open space network. The southerly mouth of Wolf Canyon provides a connection to the Greenbelt approximately halfway between I-805 and Route 125.

Branch canyons extend the greenbelt north into the various neighborhoods. These form a separation between the residential neighborhood and the industrial development to the west, connect to the development node at Orange and SR-125 and buffer residential uses from the quarry and landfill.

8. East Rock Mountain Open Space

This corridor is along and either side of the road located in a finger canyon which extends from the residential neighborhood south of the Eastern Urban Center to the Greenbelt. A candidate park site is located where this road and open space link connects to the Greenbelt.

9. Eastern Urban Center/University Open Space Concourse

This open space is expected to be more urban than natural, and follows along a landscaped local street. It provides a direct pedestrian, bicycle and transit connection between the Eastern Urban Center and the University. This connection is also expected to permit local internal vehicular circulation between these activity centers without use of the prime arterial loop road. The road crossing of Route 125 between Orange and Otay Lakes Road is without an interchange similar to the crossings of Palomar and Eastlake Parkway to the north. A more detailed discussion of this connection is included in the Eastern Territories Area Plan and in Figure 14-2.

10. University to Otay Lake Regional Park

The open space element described between the Eastern Urban Center and the University is continued through the university site and extends southeasterly to the Otay Lake Regional Park. The alignment follows a finger canyon which also contains the Otay Valley Park Road. The Eastern Urban Center, the University and regional park are tied together with continuous open space and trail system.

11. Eastlake Parkway

This open space and trail system parallels Eastlake Parkway from the University site, north to Telegraph Canyon Road and the Eastlake Village Center. It then follows Eastlake Parkway under Route 125 to East H Street and along East H Street to its intersection with Corral Canyon Road. Main open space along this route include the Eastlake High School, community park and Eastlake Shores neighborhood parks. In the vicinity of the Eastlake Village Activity Center the open space and trail system may be a corridor designed to extend through the developed area rather than parallel to the roadway. A pedestrian bridge over Telegraph Canyon Road may be considered to facilitate a connection both between the retail areas north and south of Telegraph Canyon Road and as part of the overall open space and trail system.

12. Long Canyon to Eastlake Open Space

This open space connection is the use of Acacia Avenue as a trail system from its connection to the Sweetwater Valley to Bonita Long Canyon and continuing through the Bonita Long

Canyon open space area to East H Street at Corral Canyon Road.

13. Corral Canyon/Rutgers Corridor

This open space corridor extends along Corral Canyon Road and Rutgers Avenue from East H Street south to the Eastern Urban Center. The major open space along this route includes the community park at Palomar and Poggi Canyon.

14. SDG&E Open Space Corridor

This open space connection is the park, open space and pedestrian/bicycle utilization of the SDG&E easement from Greg Rogers Park to Bonita Meadows and along Blacksmith Road extended to Wild Mans Canyon and Mother Miguel Mountain. In a similar manner to the third element of the network discussed above the development of commercial uses which would disrupt the continuity of the system is not recommended.

15. Rice Canyon

Rice Canyon is the park, open space and pedestrian/bicycle utilization of both the north and south branches of Rice Canyon connecting the Terra Nova Community Activity Center near I-805 and East H Street through residential neighborhoods to the Southwestern College Community Activity Center in and around the intersection of Otay Lakes Road and East H Street. This includes Southwestern College, neighborhood retail center, medium density housing and high school. Major developed open space along this route include the community and neighborhood parks of the El Rancho Del Rey neighborhood.

16. Southwestern College to Poggi Canyon Open Space Linkage

This open space corridor is the enhancement of Buena Vista Way and the planned roadway connecting Telegraph Canyon Road and Palomar Avenue. Major open space and facilities along this route include Del Rey and Independence Parks, and the community park at Poggi Canyon.

17. Rice Canyon/El Rancho Del Rey to Sweetwater Valley Open Space and Trail

The Rice Canyon open space and the El Rancho Del Rey circulation system is generally oriented east-west and connects to Otay Valley Road and East H Street. There has been no connection or orientation to the north to the Sweetwater River portion of the Greenbelt. This connection is made using the Rancho Del Rey open space system and open space areas to the north connecting to Horton Road and Grevillea Way. These short road segments connect to the Sweetwater River portion of the Greenbelt at Willow Street.

18. East H Street

The East H Street open space is the pedestrian/bicycle and landscape gateway connection between the Terra Nova Community Activity Center on East H Street east of I-805 to the Chula Vista Urban Core.

19. East E Street

The East E Street open space is the pedestrian/bicycle and landscape gateway connection between the Sweetwater Valley and the Urban Core.

7.4 GATEWAYS

The principal approach routes to a city and what is seen along those routes plays an important part in the perceived level of quality of a city for citizens and visitors. Gateways are generally defined as the area where a major approach route enters the city and extends along that route for some distance into the city. A special treatment is considered to be appropriate to signify the arrival at the city or arrival at and progression into an important element of the city. This should include a theme of signage and landscape material which varies to match the specific topographic and roadway configuration.

The gateways and treatment of gateways is divided into four categories:

1. Overall city gateway elements
2. Gateway elements demarcating the Chula Vista Urban Core and Eastern Urban Center

3. Gateway elements forming entrances to the Urban Core and Eastern Urban Center
4. Other Gateways

These gateways are shown on Figure 1-7 and numbered as noted above. The city gateways are closely related to the Section 8.0, Scenic Highways and Roads.

Overall City Gateway Elements

The regional access to the Chula Vista General Plan Area is almost exclusively along the three north-south freeways. From either direction the perceived boundary or entrance to the city relates more to the dominant urban or natural form rather than the precise corporate limits. From the north the form which marks the boundary is the South Bay Freeway or the Sweetwater River. From the south it is the Otay River Valley.

At each of these six points a consistent designation should make a statement which graphically and symbolically creates a gateway or announces the arrival to the city.

Gateway Elements Demarking the Chula Vista Urban Core and Eastern Urban Center

The Chula Vista Urban Core is accessed from I-5 by E and H Streets. The freeway at this location and the freeway character in general between E and H Streets does not currently vary significantly from the standard freeway appearance. It is the segment that passes through the Chula Vista Urban Core and provides important access to it. A freeway oriented gateway should identify this section of I-5 as significantly different from the remainder of the freeway. The freeway is depressed between these two interchanges and a unique theme of landscaping within and adjacent to the CalTrans right-of-way could become the dominant element of this gateway statement. This is illustrated in the Central Chula Vista Area Plan, Figure 10-4.

In a similar fashion the section of Route 125 adjacent to the Eastern Urban Center is also designated for special treatment. It is not known at this time if this section of freeway will be at, below or above grade. At or below grade is preferred in that it permits a theme landscape treatment of the adjacent slopes and facilitates the linkage between the Eastern Urban Center on the west and the Business Park and University area on the east. This is illustrated in the Eastern Territories Area Plan, Figure 14-2.

Figure 1-7
GATEWAYS



Gateway Elements Forming Entryways

Existing Gateways

A total of nine gateways are designated extending from the freeways and into the city. Six are related to the Chula Vista Urban Core, two each from the surrounding three freeways.

<u>Freeway</u>	<u>Urban Core Gateway</u>
I-5	E Street H Street
SR-54	Broadway Fourth Avenue
I-805	E Street H Street

These streets provide the principal access to the urban core and correspond to the locations of regional transit stations and intra city bus routes and potential future urban core to bayfront shuttle bus route.

The seventh gateway is the short segment of J Street between I-5 and the Bayfront. The eighth gateway is to the Montgomery Community at Palomar. This also corresponds to the Palomar Transit Station. The ninth gateway is Bonita Road east of I-805. This roadway, which parallels the Sweetwater River portion of the Chula Vista Greenbelt, is the entry to the Sweetwater and Bonita communities.

Future Gateways

In the future a total of five more gateways will emerge with the development of the Eastern Territories. These will consist of Telegraph Canyon Road, Orange Avenue and Otay Lakes Road/Hunte Parkway either side of Route 125.

The gateway at Telegraph Canyon Road to the east will access the Eastlake Village Center, Business Park nearby and residential communities and extend eastward to the Otay Lakes and back country areas. To the west, Telegraph Canyon Road will be the entrance to residential communities and, via Otay Lakes Road, Southwestern College. The gateways at Orange Avenue and Otay Lakes Road/Hunte Parkway will be the principal access for the Eastern Urban Center and University area.

The remaining two future gateways will be easterly from I-805 at Telegraph Canyon Road and Orange Avenue. Both of these roadways follow canyons and future development will be substantially setback from the slopes defining the canyon. They will therefore have the character and theme of parkways leading to the Eastern Territories new communities. These roadways are also discussed in Section 8, Scenic Highways and Roads.

Other Gateways

In addition to gateways that form the entrances to Chula Vista, two additional gateways are designated to facilitate movement and establish linkage within the city. The F Street Gateway and the Fourth Avenue Residential Parkway are important connecting streets through the city. The function and description of these streets is included in Section 7.3.

7.5 REGIONAL TRANSIT

Chula Vista is part of the regional light rail transit system with the extension of the San Diego Trolley through the city. The alignment of the existing trolley line parallels I-5 on the east with stations at E Street, H Street and Palomar Street. The E and H Street stations are part of the balanced transportation system envisioned to serve the Chula Vista/Bayfront Urban Core and gateways of E and H Streets. (See Central Chula Vista Area Plan, Chapter 10 and Figure 10-1). The Palomar Station serves the Montgomery Community and is at the southerly gateway to the city (see Section 7.4).

Chula Vista supports the expansion of the regional transit system to include a route along Route 125. The general plan identifies this as an alignment parallel to Route 125 in a manner similar to the way the current route parallels I-5. Stations or stops would be based on more detailed studies in the future. Another alternative could be the use of high occupancy vehicle lanes or express bus lanes within the free-ways.

Station sites would be designated to potentially provide access to adjacent residential communities, the Eastlake Village Center and Business Park and the Eastern Urban Center and University via circulation element roads without the need to introduce a station or stop within the vehicular circulation system and ramps of a freeway interchange. The station and interchanges would be located at the alternating crossings of

Route 125 by circulation element roadways. A further discussion of the transit is included in the Eastern Territories Area Plan and Figure 14-1.

7.6 NEIGHBORHOOD CHARACTER

The general plan area has been divided into a series of neighborhoods as illustrated in Figure 1-8. The neighborhoods are generally defined by either open space elements or arterial roads and streetscapes. In residential neighborhoods the land is designated primarily for residential development. However, some neighborhoods include primarily commercial, industrial, recreational or educational land uses.

Each neighborhood in the plan area is seen as having an individual character. For fully or partially developed neighborhoods the character has two components: the existing character and the future character based on further development or redevelopment in accordance with the general plan. For neighborhoods that are currently vacant land the character is based on the land form, development areas and type, open space and preservation policies expressed throughout the general plan.

The individual character of the neighborhoods is discussed in the area plans for each planning area, Chapters 10 - 14.

7.7 LAND DEVELOPMENT

Chula Vista's mesas and generally flat rolling topography offer the most rational conditions for intensive urban development, while hillsides, canyons and valleys serve as an invaluable connecting resource between intensive development of the mesas and the many natural features of the city. It is the intent of the general plan to focus urban development on the city's mesa land and respect, preserve and maintain the natural, topographic features.

Landform Grading

Landform grading should be the dominant grading method used for a development project. Landform grading shall mean a contour grading method which creates artificial slopes with curves and varying slope ratios designed to simulate the appearance of surrounding natural terrain. The principle of landform grading incorporates the created ravine and ridge

Figure 1-8
CHULA VISTA NEIGHBORHOODS



Table 1-5
CHULA VISTA PLANNING AREAS AND NEIGHBORHOODS

Bayfront

1. Bayfront

Central Chula Vista

2. Urban Core
3. North Chula Vista - West
4. North Chula Vista - East
5. Hilltop
28. University East
6. Chula Vista High School
7. North Harborside

Montgomery

8. West Fairfield
9. South Harborside
10. West Castle Park
11. East Castle Park
12. South Hilltop
13. Otay Town
14. Woodlawn Park
15. Broderick Acres

Sweetwater

16. Telegraph Canyon North
17. El Rancho Del Rey
18. Bonita-Sunnyside
19. Eastlake Hills and Shores
20. Southwestern College

Eastern Territories

21. Otay Valley Industrial Park
22. Robinhood
23. Sunbow
24. Telegraph Canyon South
25. Eastlake West
26. Eastern Urban Center
27. University West
29. University - Business Center
30. Eastlake Greens and Trails
31. Eastlake Center
32. Salt Creek West
33. Bonita Miguel
34. Salt Creek East
35. Eastlake Woods
36. Eastlake Vistas
37. Olympic Training Center

shapes with protective drainage control systems and integrated landscaping design. Conventional grading shall mean the standard 2-to-1 slope and other uniform slope faces. Conventional grading should be restricted to those cases where adherence to landform grading principles would clearly not produce any significant contribution to the high quality site planning goals noted above and established overall by the general plan. As a general guideline conventional grading is appropriate only where landform grading is demonstrated to be impractical or the location of the slope is in a very low visibility situation. The fact that landform grading may not produce the maximum size of building pad or development area is not sufficient justification for determining that landform grading is impractical. Some of the basic principles of landform grading are illustrated in Figures 1-9 and 1-10.

8.0 SCENIC HIGHWAYS AND ROADS

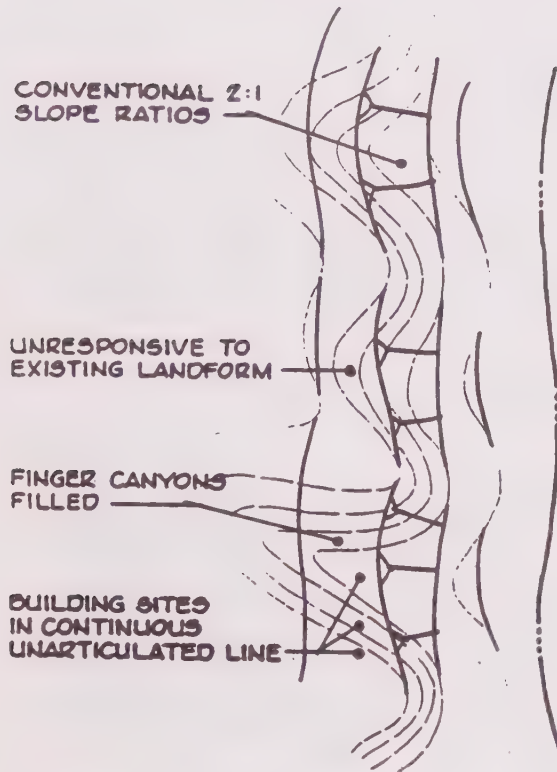
Increased environmental awareness on the part of the public has led to a concern for developing highways which serve not only transportation needs, but also preserve attractive natural and man-made amenities for the enjoyment of both motorists and other users and viewers. Scenic highways are made up of the road and its right-of-way, and the scenic corridor. The scenic corridor is the visible area outside the highway's right-of-way, generally described as "the view from the road". The boundaries of the scenic corridor vary with the natural characteristics of the landscape as viewed by a motorist.

The planning area, for the purpose of this element, has two types of scenic highways - urban and rural. Urban scenic highways are routes that traverse an urban area, with the scenic corridor offering a view of attractive and exciting urban scenes. Rural scenic highways are routes in which natural scenic resources and aesthetic values may be found. Rural scenic highways traverse areas, such as the Chula Vista Greenbelt, large preserved canyons and agricultural or natural areas which are protected and enhanced.

Along scenic highways and roads the use of large scale advertising signs, tall pole signs or billboards should be prohibited and existing signs of this type eliminated. Advertising or identification signs should be of high quality materials and graphics, large enough to clearly identify or convey information but not of a size, color or lighting so as to be obtrusive or out of character with the scale or design of the building, roadway or general neighborhood.

Figure 1-9
LANDFORM GRADING PLAN

Incorrect Approach



Correct/Approach

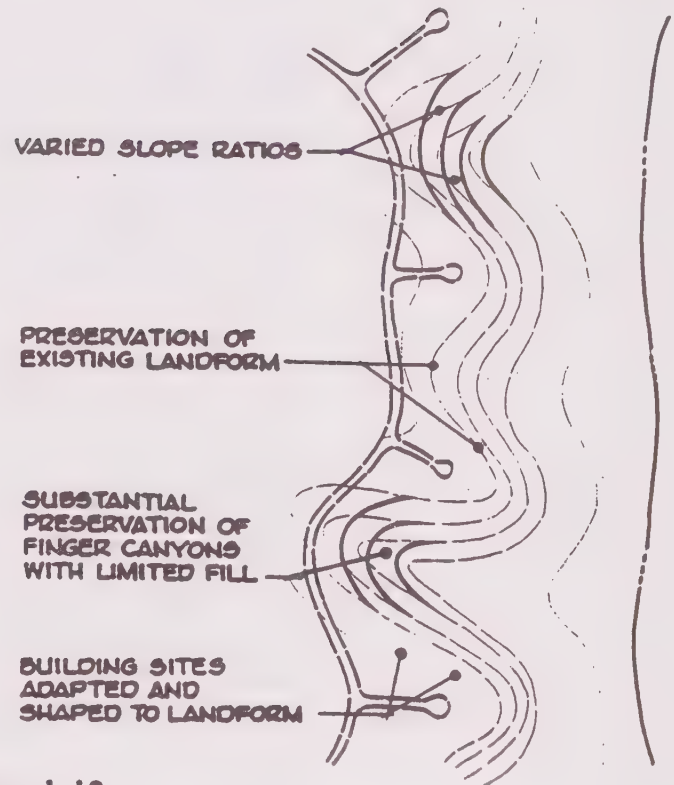
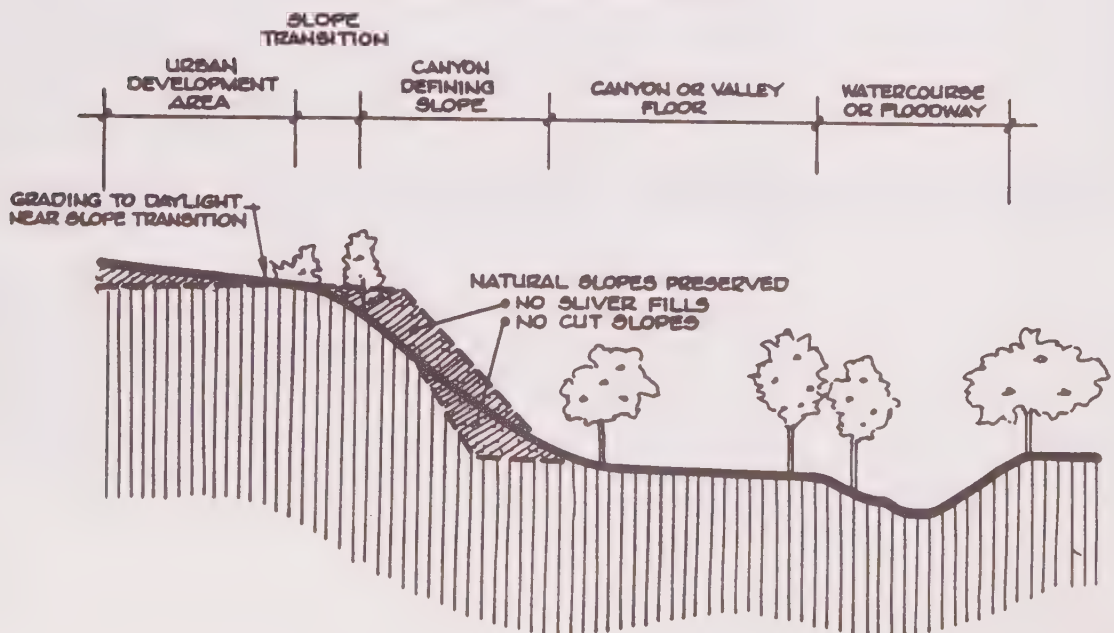


Figure 1-10
LANDFORM GRADING SECTION



8.1 DESIGNATED SCENIC ROADWAYS

Figure 1-11 depicts the city's scenic highway plan and designates the following roads and road segments as scenic highways.

Marina Parkway from the Chula Vista-National City boundary on the north to its intersection with Interstate 5 at J Street

Marina Parkway (1) is the principal roadway providing access along the Bayfront and, as such, establishes the initial aesthetic theme and impression of the Bayfront redevelopment area. The portion of the roadway in the area between the National City boundary and E Street is adjacent to the Sweetwater Marsh, a designated open space and nature preserve. The landscaping should be compatible with the natural open space and preserving continuous views to the wetlands and bay. In the area between E Street and J Street, the roadway is expected to change in character with a more urban landscaping consistent with the urban development of the Bayfront area. Views to the bay and public parks should be preserved and a consistent theme of directional signage and landscaping should clearly identify this roadway as an important aesthetic and identity feature of Chula Vista.

An important area along the Marina Parkway scenic roadway is the area around its intersection with F Street. F Street is also a designated scenic roadway (F Street Gateway) forming a major connection between the Bayfront and the Chula Vista Urban Core. At this intersection of the two scenic roadways and adjacent to the bay is planned a waterfront park.

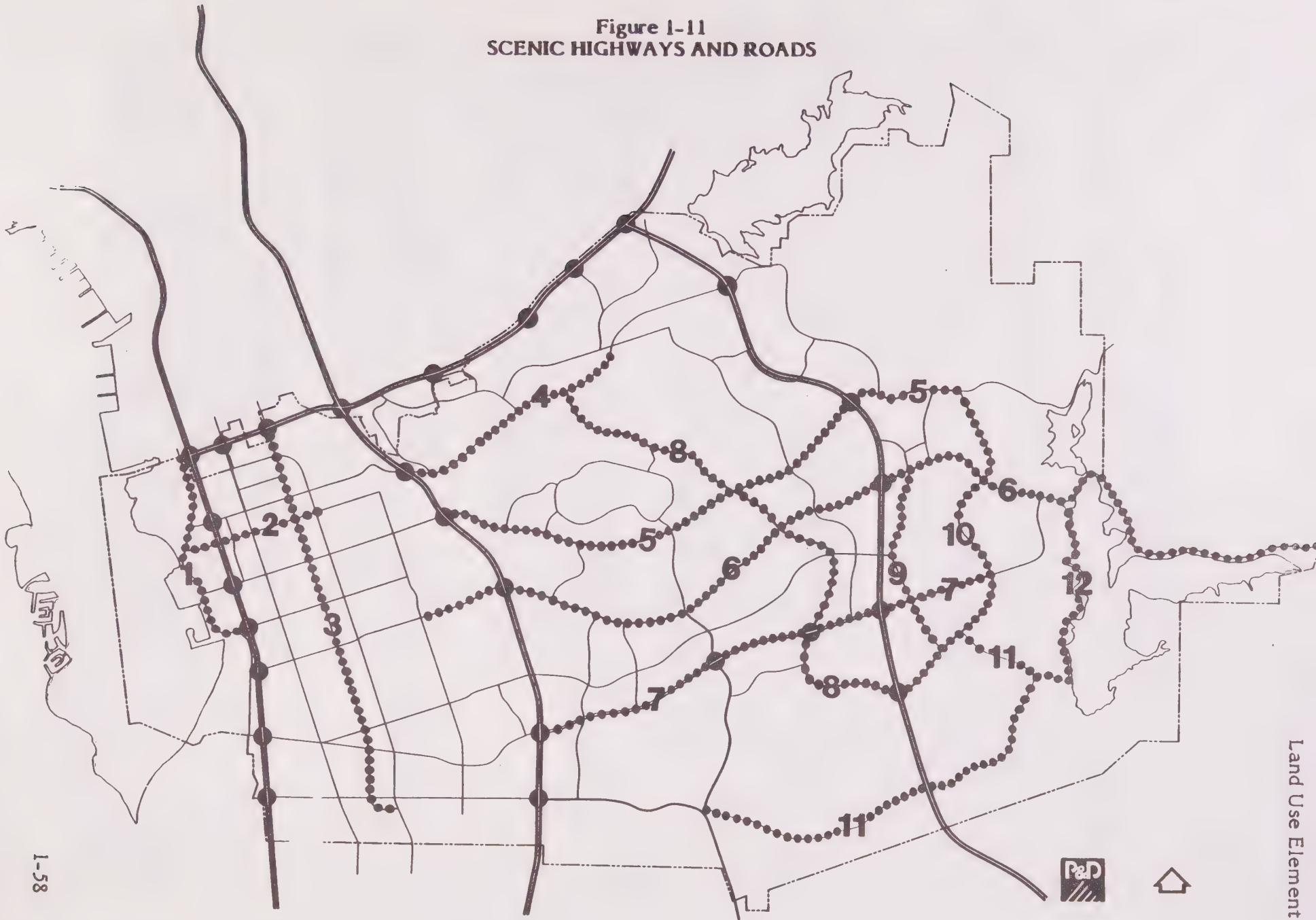
F Street from Third Avenue to Marina Parkway

The F Street Gateway (2) is a major connection between the Chula Vista Urban Core and the Bayfront. The character of F Street is discussed in the Land Use Element, Section 7.3 and the Central Chula Vista Area Plan, Chapter 10.

Fourth Avenue from Route 54 to the Chula Vista Greenbelt

The Fourth Avenue Residential Parkway (3) is a major north-south connector through the Central Chula Vista and Montgomery Area. Its predominant residential and public facilities character and location between the two commercial streets of Broadway and Third Avenue provide the opportunity for its continued enhancement as a scenic route. It is the

Figure 1-11
SCENIC HIGHWAYS AND ROADS



north-south complement to F Street which is also a residential and public facilities oriented route located between two commercial streets. The intersection of the F Street scenic route and the Fourth Avenue scenic route is the location of the Civic Center and Central Library. The character of Fourth Avenue is discussed in the Land Use Element, Section 7.3 and the Central Chula Vista Area Plan, Chapter 10.

Bonita Road from I-805 to SR 125

This route (4) parallels the Sweetwater Regional Park and passes through Bonita Village, a well designed shopping area with a rural atmosphere. The route is characterized by tall eucalyptus trees and views of low density residential development and open space and parks along the Sweetwater River. The roadway is reflective of the character of the Bonita and Sunnyside communities and its preservation and further enhancement is an important aspect of the preservation of the area.

Additional development along or near this route should re-enforce the low density, open space and rural atmosphere. New building construction should reflect the scale and massing character of the area and include landscaping themes that reflect plant materials and forms that have been established in the area.

East H Street from I-805 to Hunte Parkway

East H Street (5) is the northernmost of three parallel routes that will serve the southern Sweetwater Community and Eastern Territories. The other two routes are Telegraph Canyon Road and Orange Avenue. Each is designated as a scenic highway. East H Street traverses a variety of topographic features including the westerly end of Rice Canyon near the Terra Nova Center, the ridgetop between the two branches of Rice Canyon near El Rancho Del Rey and the mesa and rolling hills near Southwestern College and Eastlake. The extension to Route 125 and Hunte Parkway will include additional rolling land forms and more of a curvilinear alignment. The adjacent land use encompass a broad range of commercial, varying density residential, employment and educational facilities.

The views from the scenic roadway to these varied land uses is an important asset to the scenic route. It is also an important consideration to maintain a consistent quality of development and landscaping along the entire route.

The alignment of East H Street provides some of the best views in the city of Mother Miguel Mountain and San Miguel Mountain. The maintenance of these views and consideration of how the future extension of H Street provides further vistas to these important landforms should be part of the planning and design process for improvements to H Street.

East L Street and Telegraph Canyon Road from Hilltop to Lower Otay Lake

East L Street and Telegraph Canyon Road (6) is the middle of the three roads serving the southern Sweetwater Community and Eastern Territories. Its location in Telegraph Canyon gives it a different, more consistent character than East H Street, with more varied topography. In the area east of I-805 the residential development is planned to be on the top of the mesas and rolling hills substantially set back from the canyon floor and canyon defining slopes. Telegraph Canyon should retain the consistent character of a roadway through a otherwise undisturbed valley, with adjacent natural stream corridor and bicycle and trail system. In the area east of Route 125 Telegraph Canyon Road is expected to be more urban as it passes through the area of the Eastlake Community Center and Business Park but should transition back to a more open space dominate route as it approaches the vicinity of Otay Lakes.

Orange Avenue

Orange Avenue (7) is the southernmost of the three parallel roads serving Eastern Territories. Its character in Poggi Canyon between I-805 and Route 125 is expected to be similar to Telegraph Canyon with adjacent land uses on the mesas and natural slopes of the canyon substantially preserved. An open space connection is identified from the vicinity of I-805 and extending easterly along Poggi Canyon through Eastlake II to Salt Creek. This is described in the Land Use Element, Section 7.3. To facilitate the development of this connection incorporating bicycle routes and trails with a natural stream channel the scenic roadway should be shifted to the southerly side of the canyon leaving the northerly portion of the canyon available for an effective and aesthetic open space corridor.

Crossing Salt Creek, the roadway will bisect the open space corridor which forms the western leg of the Chula Vista Greenbelt. Further to the east, setbacks and special landscape treatments will be used to buffer views of development within Eastlake III and the Olympic Training Center as the road approaches Wueste Road and views to Lower Otay Reservoir.

Otay Lakes Road

Otay Lakes Road (8) is the major connector between the Sweetwater Community and Eastern Territories. From the Sweetwater River Valley it passes sparsely developed areas, follows ridgelines and passes by newer residential developments and Southwestern College. Its future extension will follow a more curvilinear alignment responding to topographic forms to Orange Avenue, the Eastern Urban Center and terminate at its intersection with Route 125. As it passes over ridge tops, it offers panoramic views of the hills and mountains to the east, the Sweetwater Valley to the north and downtown San Diego to the northwest. Otay Lakes Road is the most continuous north-south route through the eastern portion of the planning area. It currently, and will increasingly in the future, pass a variety of land uses including varied density residential, public facilities and, at its southerly end, the Eastern Urban Center. The views of these facilities and the treatment of the roadway itself should be consistent with maintaining the current scenic quality and maximizing the future scenic highway potential of this route.

Eastlake Parkway

Eastlake Parkway (9) connects with the Eastlake Community Center and Business Center on the north to the University and Business Park site on the south. It also connects to the eastwest concourse connecting the University to the Eastern Urban Center. This connection is discussed in the Eastern Territories Area Plan, Chapter 14. This section of Eastlake Parkway which contains several major public and recreation facilities, is part of the designated open space and trail system. It is the segment that extends from the Sweetwater River Valley to the University site. This is described in the Land Use Element, Section 7.3. The design of facilities adjacent to this role should contribute to the implementation of this system.

Hunte Parkway

Hunte Parkway (10) is the easterly most north-south connector in the general plan area and connects each of the principal east-west roadways; East H Street, Telegraph Canyon and Orange Avenue. It also connects to Route 125 south of Orange Avenue at the same intersection as Otay Lakes Road. The Hunte Parkway scenic route should be generally characterized by lower density residential development, open space and public facilities. The segment between East H Street and Orange

Avenue is residentially oriented, with the portion between East H and Telegraph Canyon paralleling one side of the Chula Vista Greenbelt. South of Orange Avenue the alignment turns westward and should include views to the University and Business Park sites on the north and low density residential neighborhoods on the south.

Otay Valley Park Road

The Otay Valley Park Road (11) should be a road with a rural character providing access to the Otay River Valley portion of the Chula Vista Greenbelt and to a limited extent, the low density residential neighborhoods to the north. From its westerly terminus at Otay Valley/Heritage Road it follows the north side of the valley floor adjacent to the valley defining slopes. The roadway extends under Route 125 and turns north at Salt Creek and connects to both Wueste Road and to Hunte Parkway. This low volume park road provides two of the three major access points to this portion of the Chula Vista Greenbelt. This park road should to be a relatively low speed scenic drive with particular emphasis on the aesthetic design of the road and vistas to the surrounding parks and greenbelt area.

Wueste Road

Wueste Road (12) is the third access point to the southerly portion of the Chula Vista Greenbelt. This existing road winds along the westerly shore of the Lower Otay Lake providing dramatic vistas east across the water to the Jamul and San Ysidro Mountains. The area immediately to the west of this road is to remain as open space defining the Lower Otay Reservoir. Low density residential development will be located on the upper slopes but should remain setback from this park road to maintain an open space buffer between the residential neighborhood and lake. A similar buffer should be provided adjacent to the medium density residential area at the intersection of Orange Avenue and Wueste Road. South of Orange Avenue, an open space buffer should be maintained between the mixed-use commercial parcel and the developed portions of the Olympic Training Center. Where the field areas of the OTC approach Wueste Road, naturalized landscaping should be used to transition from the manicured field areas to the natural vegetation near the road and lake.

The extension of Wueste Road is from its current terminus at the Otay Lake County Park to the west over the ridgeline into the Salt Creek Valley and connecting to the Otay Valley Park Road.

8.2 IMPLEMENTATION

Development of the City's scenic highways is anticipated to occur concurrently with development of adjacent properties. Since neither the State nor the County scenic highway programs fund development of highways, road buildout is provided as the need arises.

All developments proposed adjacent to scenic routes should be subject to design review to insure that the design of the development proposal will enhance the scenic quality of the highway. This review should include:

1. Architectural design of structures
2. Siting of structures
3. Height of structures
4. Landscaping
5. Signs
6. Utilities

With the exception of properties in the R-1 zone, all properties adjacent to scenic routes shall have the "P" Precise Plan Modifying District or other districts requiring design review attached to the underlying zone. In connection with any tentative map submitted on R-1 properties abutting a scenic route, each applicant shall be required to submit a proposal for beautification of the portion of the scenic route adjacent to the development. Each proposal shall consider such factors as:

1. The treatment given to the scenic route outside the boundaries of the particular tentative map area.
2. Presentation and enhancement of natural features of the site.
3. Creation of a pleasing streetscape through special landscaping techniques and varied building setbacks.
4. Creation of substantial open areas adjacent to scenic routes through the use of clustering and PUD concepts.
5. Coordinated signs and graphics for residential projects and strict sign requirement and standards for commercial and industrial uses.

Whenever possible all slopes or common areas adjacent to a scenic route shall be placed in an Open Space Maintenance District pursuant to City Ordinance No. 1400 to insure a consistent plan of landscaping and a level of maintenance compatible with the scenic quality of the route.

9. REFERENCES

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2. CIRCULATION

CHAPTER 2 CIRCULATION ELEMENT

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1. INTRODUCTION

The circulation element of the Chula Vista General Plan describes the nature and extent of the existing circulation system, and identifies trends, issues, and public policies relating to the development of a balanced circulation system for the city. This circulation element presents a transportation plan intended to complement anticipated population and land development growth and ensure that environment impacts associated with roads and vehicular travel are minimized.

The transportation requirements of the City of Chula Vista have significantly changed from the needs that were present when the existing circulation system was developed. Greater demand for travel as a result of changes in land use patterns and densities have rendered the existing circulation system out of date. Thus, the pressure created by these increasing traffic volumes creates a need for additional transportation facilities.

To meet existing and future travel demand the City of Chula Vista has designed a state-of-the-art circulation system. The circulation system presented in this element is designed to complement the existing grid system in the developed portion of Chula Vista and address the long-term needs of the undeveloped areas east of Interstate 805. The physical location of proposed alignments for new transportation facilities in this undeveloped region were designed to conform to the unique topographical features common to this area. These new facilities also provide a high level of mobility and access to the residential neighborhoods and commercial centers that are planned for in the Chula Vista General Plan Land Use Element.

1.1 PURPOSE OF THE CIRCULATION ELEMENT

The purpose of this circulation element is to create a safe and efficient circulation system which will maintain the movement of people and goods, both locally and regionally. The circulation element reflects the transportation needs for employment, education, social, recreational and residential trips created by the location and mix of land use patterns and densities proposed in the Chula Vista General Plan. The circulation system can influence the nature and extent, as well as the pace of urban development during periods of economic growth. The viability of each land use is dependent on a certain level of accessibility. The circulation system can fulfill economic, environmental, social and urban design objectives. Also, a well planned circulation system reinforces the boundaries of communities and neighborhoods to give the motorist an appreciation of their surroundings and a sense of orientation while traveling.

Historically, the Chula Vista street system has provided opportunities for access to public institutions, medical facilities, recreational areas, as well as cultural and community events. The circulation element establishes policies and guidelines which will ensure that the various components of the circulation system will meet the future transportation needs of the city. It is envisioned that the implementation of the circulation plan will assist the city in maintaining high quality of life standards.

1.2 FORMAT OF THE CIRCULATION ELEMENT TEXT

The circulation element text is divided into eight sections. Section 1 introduces the project and discusses the purpose and need for developing the new City of Chula Vista General Plan Circulation Element. Section 2 summarizes the existing setting and describes the current circulation system in and around the City of Chula Vista. Section 2 also identifies the assumptions utilized to create the new circulation plan. Section 3 outlines the cities transportation goals and objectives.

along with the policies and guidelines to be used in the implementation of the element. Section 5 presents a set of functional roadway classifications. The recommended circulation plan is described in Section 6. Finally, the bicycle and public transit features of the circulation element are discussed in Sections 7 and 8, respectively.

2. EXISTING SETTING

- Accompanying the circulation element is a companion report entitled Circulation Element Technical Report (City of Chula Vista Public Works Department, 1989). This report provides documentation of the assumptions, technical analysis, findings and recommendations summarized in this chapter. Related land use documents detailing projected population growth and anticipated land development projects were prepared during the general plan process. These technical reports are available for review at the City of Chula Vista Planning Department. The following discussion summarizes relevant information from these documents.

Existing travel demand in the general plan area, encompassing the City of Chula Vista and the unincorporated areas of the county including the Sweetwater community, results from traffic generated by the 1988 population of approximately 140,000 persons. Future travel demand will be influenced by trends in regional population growth and the land use patterns presented in the Chula Vista General Plan. A discussion of future population growth and patterns of development are included in the Land Use Element (Part 1 - Chapter 1). The General Plan Land Use Element, which demand, reflects a target population of 209,400 at buildout, which is expected to take place after Year 2005. This target population is 69,400 more than the 1988 population and represents a 50% increase over existing levels.

As population levels increase and economic growth occurs within the general plan area and the surrounding region, a corresponding increase in travel demand is anticipated. Future travel demand will be influenced by trends in regional population growth and the land use patterns presented in the Chula Vista General Plan. A discussion of future population growth and patterns of development are included in the Land Use Element (Part 1 - Chapter 1).

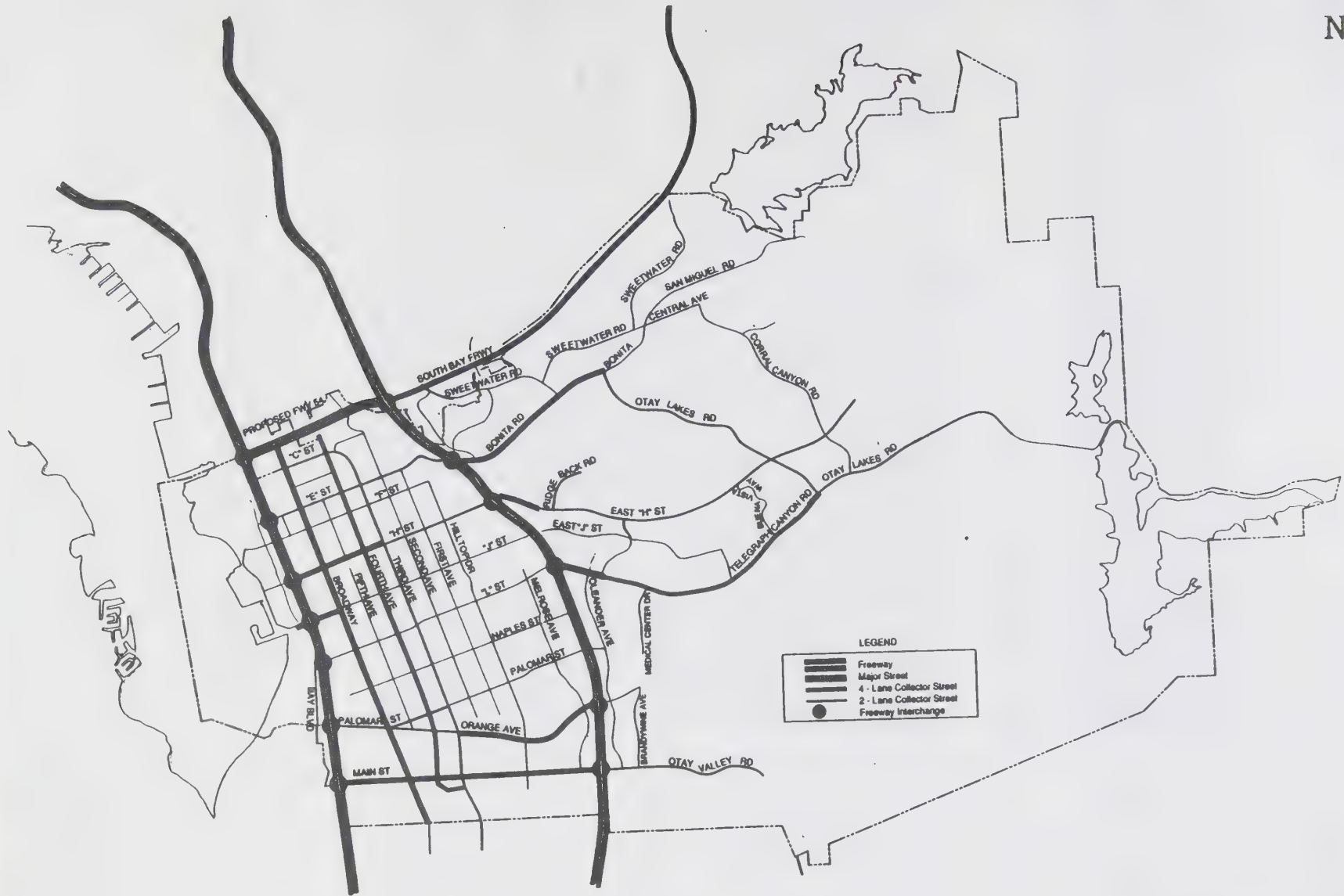
2.1 REGIONAL ACCESS

A map detailing the existing regional and local circulation system within the City of Chula Vista General Plan Area is shown on Figure 2-1. As shown in the figure, regional access to the City of Chula Vista is provided by two major freeways in the north-south direction, Interstate 5 (Montgomery Freeway) along the Bayfront and Interstate 805 (Jacob Dekema Freeway) four miles inland. In the future, additional north-south regional access will be provided by the proposed State Route 125 Freeway, which will be located approximately eight miles inland. Broadway (Business Route 5), Fourth Avenue and Third Avenue are the only principal arterials providing continuous access through Chula Vista with connections to communities north and south of the city.

A regional freeway facility in the east-west direction, will be provided by State Route 54 (South Bay Freeway). State Route 54 is planned to extend between Interstate 5 and Interstate 805 on the northern edge of the City and will continue easterly providing connections to inland communities. Access in the east-west direction is also provided by a series of continuous cross-town arterial routes connecting the Bayfront to Central Chula Vista and communities to the east. These existing facilities include E Street/Bonita Road, L Street/Telegraph Canyon Road/Otay Lakes Road and Main Street/Otay Valley Road.

2.2 LOCAL CIRCULATION

The City of Chula Vista consists of three geographical subregions. The topography of the coastal and central regions, which includes



LEGEND

	Freeway
	Major Street
	4-Lane Collector Street
	2-Lane Collector Street
	Freeway Interchange

jhk & associates

Figure 2-1

CIRCULATION SYSTEM - EXISTING SETTING

the planning areas of the Bayfront, Central Chula Vista and Montgomery is basically level terrain. These coastal and central regions are bounded by State Route 54 to the north, Interstate 805 to the east, the Main Street corridor to the south and the Bayfront to the west. The circulation system for this region consists of a grid pattern of major and collector streets spaced at one-quarter mile intervals. The collector streets within the grid system provide access through residential neighborhoods. This condition allows the opportunity for through trips to utilize collector streets within residential neighborhoods to avoid delays on parallel arterial routes particularly when levels of congestion are severe.

Within the coastal and central regions, local circulation in an east-west direction is provided by E Street, F Street, H Street, J Street, L Street, Naples Street, Palomar Street, Oxford Street, Orange Street and Main Street. The local north-south facilities include Marina Parkway, Broadway, Fourth Avenue, Third Avenue, Second Avenue, First Avenue and Hilltop Drive.

The topography of the inland region is nonuniform and consists of hills and small valleys. The Eastern Territories and the Sweetwater Valley planning areas are located in the inland region, east of Interstate 805 and south of State Route 54. Existing development in the inland region is characterized by low density, semi-rural patterns. The entire inland region is bounded by State Route 54 to the north, the Otay Lakes to the east, Otay Mesa to the south and Interstate 805 to the west. The existing circulation system for the inland region is made up of widely spaced, winding arterial streets. The collector street system within the inland region provides access to hillside neighborhoods. In contrast to the coastal and central regions, the collector streets in the inland region do not constitute a continuous secondary street system. Thus, these inland collector

not designed to relieve the arterials of potential traffic loading or to allow through trips to penetrate residential neighborhoods.

Local circulation in an east-west direction within the inland region is provided by existing facilities including Bonita Road, East H Street, J Street, Telegraph Canyon Road, and Otay Valley Road. The local north-south facilities include Otay Lakes Road, Corral Canyon Road/Rutgers Avenue, and Proctor Valley Road.

3. GOALS AND OBJECTIVES

The goals and objectives of the Chula Vista Circulation Element reflect the city's desire to achieve quality transportation service for automobile, bicycle and public transit travel. Section 3 contains a discussion of the goals and objectives associated with each of the three transportation components and focuses on a wide range of issues concerning circulation in and through the city. Maintaining quality traffic flow on existing streets, establishing design standards for future streets and providing for the expansion of other forms of transportation are major areas of concern for the City of Chula Vista. The goals and objectives presented in this section detail specific statements of value regarding what should or should not take place during the course of the city's development.

The overall goal of the circulation element is to provide a safe and efficient transportation system within the City of Chula Vista, while providing convenient linkages to the region. The conceptual goal of the circulation system is to be sensitive and responsive to proposed lane use patterns.

3.1 CIRCULATION PLAN

GOAL 1. ACCOMMODATE FUTURE TRAFFIC INCREASES

The city will continue its efforts to develop and maintain a safe and efficient transportation system with adequate roadway capacity to serve future residents while preserving the unique character of the community. The City will utilize standards developed by the State of California for the design of facilities and installation of traffic control devices to ensure that safety standards are met and uniformity is achieved.

Objective 1. Preserve existing neighborhood character by utilizing adopted roadway design standards with special consideration given to the alignment and function of all circulation element facilities.

Objective 2. Provide an internal circulation system which maintains operating characteristics of Level of Service C or better and serves major destinations within the community while protecting neighborhoods and principal activity centers.

Objective 3. Design the circulation system to serve the traffic needs of the City of Chula Vista by utilizing sound traffic engineering techniques to ensure that the system operates safely.

Objective 4. Minimize the adverse effects of traffic volumes, speed, noise and safety impacts by designing a circulation system that prevents non-local through traffic from penetrating residential neighborhoods.

Objective 5. Support the design and construction of a regional freeway system that will have the capacity to carry forecasted regional traffic demand through the City of Chula Vista.

Objective 6. Minimize the development pressures on areas with low density land use patterns by continuing to apply demand responsive, long-range transportation planning strategies. Discourage the unnecessary widening of existing streets in rural and semi-rural areas.

Objective 7. Study and consider physical and operational improvements to increase street and intersection capacity, providing they are compatible with other city goals.

Objective 8. Plan and implement a circulation system such that the operation goal of Level of Service C for streets and intersections can be achieved and maintained. This objective includes the periodic evaluation of traffic patterns on the circulation element system.

Objective 9. Establish landscaping buffer areas along all streets which are collector status or higher.

Objective 10. Encourage landscaping of all freeway medians and open spaces within freeway rights-of-way.

Objective 11. Encourage landscaped medians on all expressways, arterials and streets where practical.

Objective 12. Enhance traffic safety by enforcing street design standards which promote the efficient movement of traffic while minimizing potential conflicts between the various modes of travel.

Objective 13. Encourage the undergroundings of utilities within street rights-of-way and transportation corridors to enhance the visual appearance of the roadway and create a safer driving environment.

Objective 14. Optimize and maintain the performance of the traffic signal system and the street system. Minimize the overall number, property space, and interconnect traffic signals in order to maximize progression and minimize the acceleration/deceleration that produces significantly higher vehicular pollutant emission levels.

GOAL 2. MITIGATE EXTERNAL TRAFFIC IMPACTS

The city will continue its effort to develop a transportation system to serve the planned land use within the general plan area. Also, through the inter-regional cooperative planning process, the city intends to encourage multi-jurisdictional mitigation of traffic impacts which would result from high intensity land developments adjacent to the city's planning area.

Objective 15. Support extensive planning for new regional facilities and state highways to allow for mitigation of anticipated impacts from external trips on the Chula Vista circulation system, since travel demand does not recognize jurisdictional boundaries and traffic will utilize routes which offer the least amount of resistance.

Objective 16. Plan for high capacity regional freeway and transit facilities to adequately serve the regional travel demand resulting from the land uses associated with the Otay Mesa.

Objective 17. Continue active participation in the multi-jurisdictional planning process to ensure the integration of Chula Vista circulation system facilities with circulation systems planned for by other agencies.

GOAL 3. PROVIDE FOR PEDESTRIAN SAFETY/MOBILITY

It is anticipated that pedestrian safety and mobility will be impacted as a result of increasing traffic volumes on existing streets and the implementation of new alignments. The goal of the city is to provide for safe and efficient pedestrian movement within the City of Chula Vista especially at critical locations where heavy pedestrian movements intersect vehicular movements.

Objective 18. Provide and maintain a safe and efficient system of sidewalks, trails, and pedestrian crossings.

Objective 19. Improve public awareness of pedestrian traffic controls and safety.

GOAL 4. REDUCE TRAFFIC CONGESTION

In the future, the City of Chula Vista will need to address traffic congestion associated with increased vehicular travel as a result of population growth. In addition to providing adequate roadway capacity to handle future traffic growth it is the city's goal to encourage the use of alternative modes of travel. The city will strive to provide convenient and efficient alternatives to the automobile to reduce the impact of growth on the circulation system.

Objective 20. Support and encourage the use of mass transit.

Objective 21. Provide an efficient and effective paratransit service for elderly and handicapped persons unable to use conventional transit service.

Objective 22. Provide and maintain a safe and effective system of streets and trails suitable for bicycle use.

Objective 23. Provide and maintain a safe and effective system of streets and trails suitable for bicycle use.

Objective 24. Provide bicycle support facilities at all major bicycle usage locations.

GOAL 5. TRANSPORTATION PHASING

The adequacy of the transportation system to support land development and redevelopment is a critical element in the planning and implementation of the circulation system. In keeping with the growth of population and employment within the region, it is the goal of the city to implement a transportation facility phasing capital improvement program, based on anticipated land development traffic impacts.

Objective 24. Ensure that new development and community activity centers have adequate transportation facilities.

Objective 25. Ensure that any new development can be accommodated by the transportation system.

Objective 26. Minimize adverse impacts of the transportation system on adjacent land uses.

Objective 27. Promote the development of well planned communities which will tend to be self supportive and thus reduce the length of the vehicular trip, reduce the dependency on the automobile and encourage the use of other modes of travel.

Objective 28. Develop patterns of land use which will discourage the use of automobiles for certain trips and encourage the reduction of overall trip lengths, particularly the home to work trip.

Objective 29. Conduct periodic analysis of the existing circulation system to verify that acceptable levels of service are provided on circulation element streets and at major intersections as a part of a comprehensive growth management program.

GOAL 6. PUBLIC PARTICIPATION

Public involvement in the planning and implementation of future street improvement projects is a critical step in providing a transportation system with a foundation of community-wide support. The city intends to conduct workshops and public hearings to both involve and solicit input from concerned citizens and owners of businesses and properties.

Objective 30. Publicize and encourage citizen input in resolving major transportation issues.

Objective 31. Conduct transportation planning and administrative activities in coordination with other local and regional agencies.

Objective 32. Protect environmentally sensitive and historically significant land areas from transportation impacts by completing environmental impact studies and soliciting community input.

Objective 33. Enhance work and leisure activities dependent on transportation facilities by understanding community needs and concerns prior to planning or implementing street improvement projects.

3.2 BICYCLE PLAN

GOAL 1. PROVIDE IMPROVED BICYCLE FACILITIES

Due to the increasing interest in the use of bicycles as an alternate mode of transportation and as a source of recreational enjoyment, the City of Chula Vista is committed to implementing a well planned bicycle network. In response to this need, the following objectives have been developed.

Objective 1. Link major residential areas with principal trip destinations such as schools, parks, community centers and shopping centers.

Objective 2. Provide linkages between bicycle facilities which utilize circulation element alignments and open space corridors.

Objective 3. In addition to using open space corridors, off-street bicycle trails should use flood control and utility easements. The trails shall be designed to minimize interaction with automobile cross traffic.

Objective 4. Preserve, restore or provide the opportunity for a cyclist to ride a bicycle to virtually any chosen destination, to make the bicycle a viable transportation alternative.

Objective 5. Provide a system of bicycle routes affording the cyclist the maximum possible safety.

Objective 6. Provide related facilities and services necessary to permit the bicycle to assume a significant role as a form of local transportation and recreation.

Objective 7. Foster the development of a system of inter-connecting bicycle routes throughout the county and region.

Objective 8. Require new development projects to provide internal bikeway systems with connections to the city-wide bicycle network.

Objective 9. Develop and monitor demonstration programs as a part of new development projects to advance the use of bicycles.

Objective 10. Create a comprehensive public information program to increase public awareness of bicycle facilities and safety.

3.3 PUBLIC TRANSIT PLAN

GOAL 1. PLAN FUTURE PUBLIC TRANSIT FACILITIES

The City of Chula Vista will continue to work with other local and regional jurisdictions to integrate the planning of future public transportation facilities to ensure the citizens of Chula Vista a high degree of mobility when using public transit.

Objective 1. Provide a feasible alternative to the automobile and encourage public transit ridership on existing and future bus routes.

Objective 2. Provide bus service to existing and developing land uses in a flexible manner to maximize patronage.

Objective 3. Utilize master planning techniques in new development or redevelopment projects to enable effective use of public transit.

Objective 4. Designate transportation corridors as potential express transit facilities.

Objective 5. Provide direct and convenient access to public transit stops within residential, commercial and industrial areas.

Objective 6. Obtain local and regional planning input for the design and implementation of regional transit facilities which impact the general plan area.

4. POLICIES AND GUIDELINES

To implement the transportation objectives stated, the circulation element establishes a set of clear policies and guidelines to be used in developing the various components of the circulation plan. The policies and guidelines to be used in developing the various components of the circulation plan. The policies and guidelines described in this section apply primarily to the circulation plan

The future street system in the City of Chula Vista is defined using a classification system which describes the hierarchy of facility types. The categories of streets included in this roadway classification system differentiate the size, function and capacity for each type of street.

There are five basic categories in the hierarchy system: freeways, expressways, prime arterials, major streets and collector streets. Freeways, expressways and prime arterials are intended to serve longer trips with little or no direct service to adjacent property. While also serving longer trips, major streets have a secondary function of providing access to abutting property. Collector streets function both to distribute traffic and to provide access to abutting property. Beyond these five basic categories, the City of Chula Vista classifies other low volume facility types which are not described in this element.

Standards for facilities developed by the City of Chula Vista are applicable primarily to new streets, but are used as guides whenever improvements are made to the existing system.

The ability of a roadway to handle traffic can be described in terms of Levels of Service (LOS). The concept of Levels of Service is defined as a measure describing operational conditions of the circulation system. These Levels of Service measure the performance of a roadway or intersection in terms of delay and congestion. Levels of Service are determined by comparing the demand volume on a particular facility to the design capacity of the facility. For the purposes of this element, the approximate Average Daily Traffic, or ADT, shown in Figure 2-1, corresponds to Level of Service C (stable operations). The acceptable Level of Service,

referred to as grade C, occurs when the demand volume on the facility reaches 80 percent of the capacity of the facility. This table identifies only those facilities which comprise the local circulation system. Thus, capacity levels for the freeways serving Chula Vista are excluded. The circulation plan developed for this element utilized Level of Service C as the guideline for determining the functional class of individual facilities, based on forecasted ADT volumes resulting from the proposed general plan land uses.

TABLE 2-1

ROADWAY CAPACITY STANDARDS

<u>Facility Type</u>	<u># of Lanes</u>	<u>Approx. LOS C ADT</u>
Expressway	6	70,000
Six-Lane Prime Arterial	6	50,000
Six-Lane Major Street	6	40,000
Four-Lane Major Street	4	30,000
Class I Collector	4	22,000
Class II Collector	2	12,000
Class III Collector	2	7,500

A city policy entitled "Threshold/Standards and Growth Management Oversight Committee" (November 17, 1987) requires that all intersections throughout the city maintain operating conditions of Level of Service C or better, with the exception that Level of Service D may occur at signalized intersections for a period not to exceed a total of two hours per day. This policy requires the periodic review of intersection operations and changing volume levels. As entering volumes increase at signalized intersections throughout the city, geometric modifications may be required to provide the additional intersection capacity necessary to maintain an acceptable Level of Service.

This circulation element establishes criteria for addressing the geometric requirements of major signalized intersections with entering volumes approaching saturation levels. These special geometric design requirements may be necessary at locations where major six-lane facilities intersect and entering volumes are approaching 65,000 vehicles per day (vpd). These special design features include additional turn lanes, at-grade directional ramps and/or grade separated urban intersections/interchanges. These design features should be implemented when total entering volumes exceed 75,000 vehicles per day.

These geometric concepts will provide additional capacity on major intersection approaches and are intended to complement the typical street standards that are described in the following section for each functional class of roadway. Typical schematic drawings detailing the conceptual geometric configuration of approaches to signalized intersections throughout the City are depicted in the Street Design Standards Policy (City of Chula Vista, October, 1989). This policy also indicates the general conditions in which these enhanced geometric recommendations shall be applied. The purpose of this policy is to provide detailed design guidelines for implementing the circulation system described in this element. This policy establishes uniform standards and requirements to accomplish the desired traffic operations associated with each of the functional roadway classifications.

In addition to the policies and guidelines described above, the following section introduces the functional roadway classifications to be used by the city in developing new transportation facilities and modifying existing facilities. Many of the guidelines and standards introduced in this element may not be applicable or reasonably achievable in areas of the city where development currently exists and the street system has been constructed using outdated standards. In these areas, the City Engineer may find it necessary to apply special design treatments to obtain the capacity and operational needs of each facility and condition. In general, these special treatments include removal of parking, narrowing of lanes and minimal street widenings at high volume intersections and at critical mid-block locations. Furthermore, the City Engineer shall have the overall discretion to modify or amend any of the street standards contained in this element as deemed appropriate by unusual conditions.

5. FUNCTIONAL ROADWAY CLASSIFICATIONS AND STANDARDS

The street classifications shown in the previous general plan identified three distinct facility classes; freeways, major roads, and collector roads.

The roadway classifications developed for the new general plan include new functional classes. These new functional classifications provide greater flexibility in the design of the future circulation system. The circulation system shown in the new general plan identifies freeways, expressways, prime arterials, major streets and collector streets. The design characteristics, recommended cross sections and right-of-way requirements for each functional class facility are described in this section.

It is important to note the distinction between the characteristics of the street system in the urbanized areas of the city as compared to the developing communities to the east. The standards set forth in this plan are intended to be applied primarily to these newly developing areas. They are not necessarily adaptable to the previously established areas of the city where right-of-way and other physical constraints exist. Thus, a case-by-case engineering analysis along with engineering judgment will be required in these existing areas of the city.

In general, the street system should be designed with a minimal number of median openings between major signalized intersections. The location of these major intersections, as well as all decisions relating to access, will be based on criteria established or adopted by the City of Chula Vista.

The functional roadway classifications are described below. Prior to the description of each roadway classification type for the local circulation system, a graphic illustration of the recommended cross section is provided.

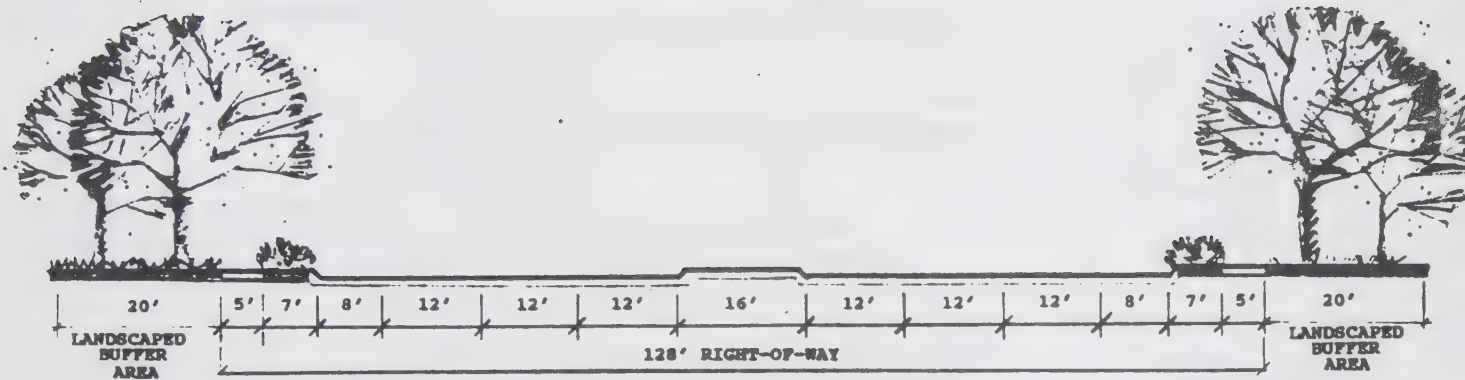
5.1 FREEWAYS

Freeways are an important part of the overall circulation system, serving as a means of bypassing regional through traffic, as well as supplementing the local thoroughfare system. Capable of carrying large volumes of unimpeded traffic at high speeds, freeways serve as the primary corridors between communities and other major traffic generators, such as large commercial, industrial, recreational, and residential centers.

The freeway system serving Chula Vista consists of the following elements as identified by the general plan.

- o Interstate 5 (Montgomery Freeway) running north-south through the general plan area, will continue to link Chula Vista and its industrial belt with central San Diego to the north and Tijuana, Mexico to the south.
- o Interstate 805 (Jacob Dekema Freeway) provides a bypass of the coastal industrial belt. Also, access to the center of the Chula Vista residential and commercial areas is provided. This alignment connects the inland portions of Chula Vista with communities to the north and south.
- o Route 54 (South Bay Freeway) will provide access to and from the northeast communities of La Mesa and El Cajon. The South Bay Freeway also serves as the most efficient route between the coastal industrial belt, and areas to the east and northeast.
- o The proposed SR-125 Freeway will provide access from Eastern Territories north to San Diego, south to Otay Mesa and Mexico.

5.2 EXPRESSWAYS



EXPRESSWAY

The expressway facility proposed in this circulation plan will accommodate six lanes of high speed traffic. Expressways are designed to move high volumes of traffic between major generators and to distribute traffic to and from the freeway system and provide intercommunity access. These major generators include civic centers, commercial centers and industrial areas.

Major crossings shall be spaced at one mile intervals. Median openings shall be limited to these major crossing intersections. These major crossings shall be controlled by grade separated urban interchanges. Also, at locations where the expressway facility crosses regional freeways, special interchange geometric configurations may be required to carry the high volumes anticipated on the expressway facility. A raised median is required to separate the two directions of travel and to improve the visual appearance of the expressway corridor.

Access to and from the expressway from abutting properties or minor streets shall typically be restricted. Limited access will only be considered by the City Engineer if all other feasible means of obtaining alternate access have been exhausted. Expressways shall provide landscaped buffer areas. Pedestrian crossing demand should be well planned, focused and controlled to allow the periodic placement of mid-block overpasses to link major generators and attractors where appropriate. All non-motorized travel and parking on this facility shall be prohibited with the exception of emergency parking.

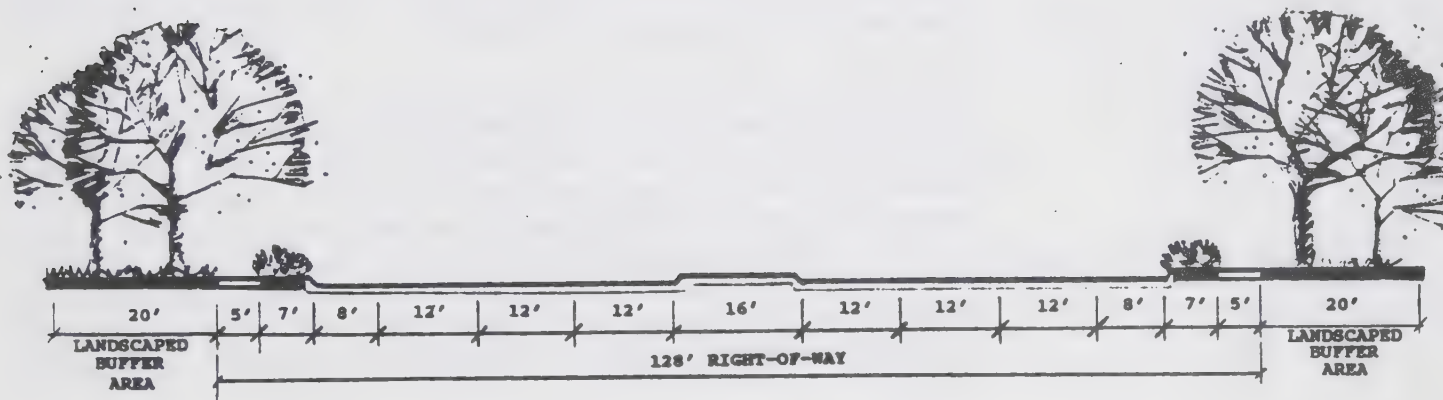
There are three primary design features which contribute to higher roadway capacity on the expressway facility. These capacity increasing features include one mile spacing of major crossing intersections, grade separated urban interchanges and restricted access.

The general plan identifies the following route to be classified as a six-lane expressway facility.

- o Orange Avenue from Paseo Ranchero to State Route 125 in the Eastern Territories.

5.3 PRIME ARTERIALS

This circulation plan contains a roadway classification for a six-lane prime arterial facility. This facility is designed to carry high volumes of traffic and serves to distribute traffic to and from the freeway system and expressways.



SIX-LANE PRIME ARTERIAL

The prime arterial facility proposed in this circulation element is designed to move traffic between major generators. Typically, major signalized intersections shall be spaced at one-half mile intervals. A raised median is required to separate the two directions of travel and to improve the visual appearance of the arterial corridor.

Access to and from prime arterials from abutting properties shall typically be restricted. Should a property have frontage only on the prime arterial facility, driveway access limited only to right turns in and right turns out will be permitted at locations deemed appropriate by the City Engineer. These access driveways may require additional roadway width to provide for acceleration and deceleration lanes. Prime arterials shall also provide landscaped

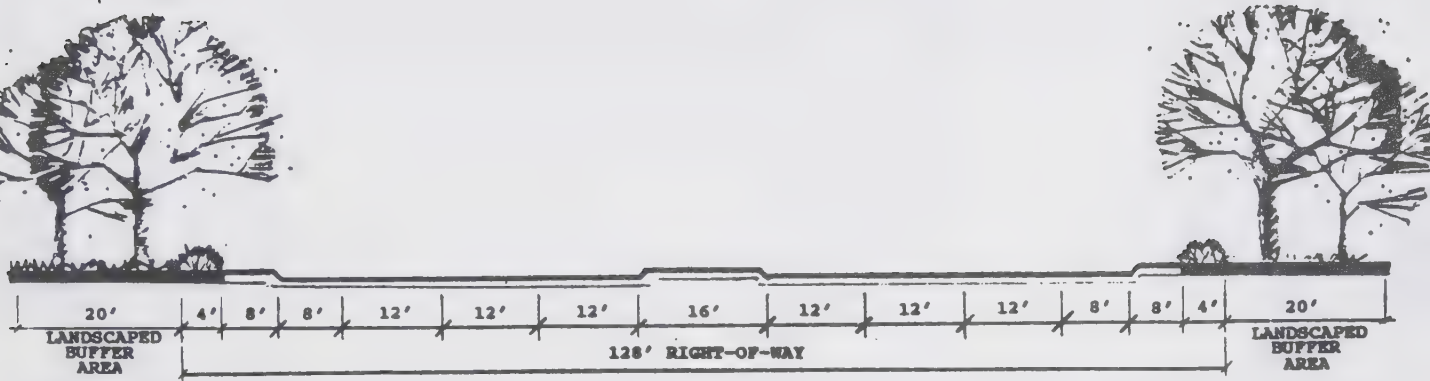
buffer areas. Pedestrian crossing demand should be well planned, focused and controlled to allow the periodic placement of mid-block overpasses to link major generators and attractors where appropriate. Parking on this facility shall be prohibited with the exception of emergency parking. Bike lanes shall be provided on these prime arterial facilities according to the routes identified in the bicycle plan.

The general plan includes the following routes classified as six-lane prime arterials:

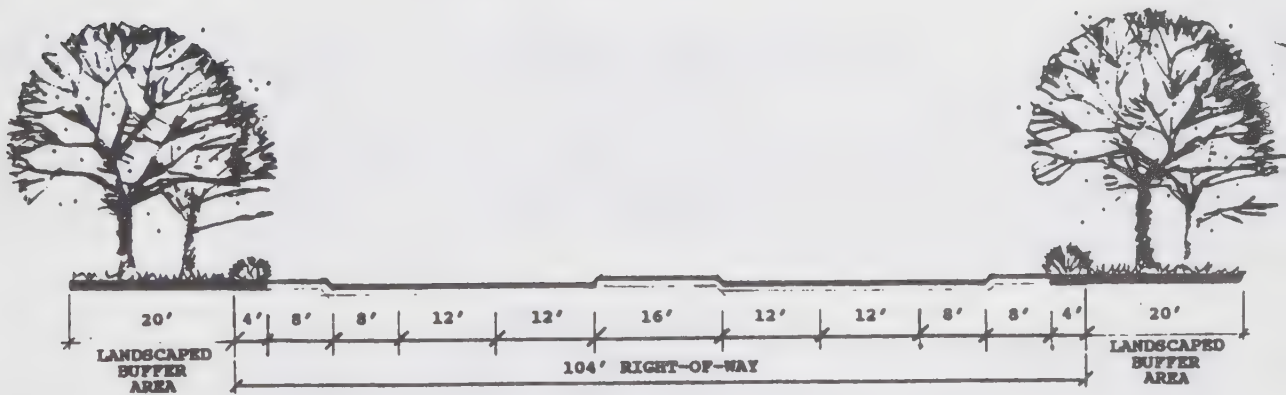
- o East H Street from Interstate 805 to Otay Lakes Road in Eastern Territories, and from Eastlake Drive east to Hunte Parkway.
- o Telegraph Canyon Road (extended) from Paseo del Rey east to Hunte Parkway in Eastern Territories.
- o Otay Lakes Road (extended) from Bonita Road south to Orange Avenue in Eastern Territories.
- o Paseo Ranchero Road from Telegraph Canyon Road in Eastern Territories to the southern boundary of the general plan area.
- o Orange Avenue from Interstate 805 to Paseo Ranchero Road in Eastern Territories, and from State Route 125 to Hunte Parkway.

5.4 MAJOR STREETS

The major street facility proposed in this circulation plan accommodates either six or four lanes of traffic. These facilities are designed to carry high volumes of traffic and serve to distribute traffic to and from the freeway system, expressways and arterials.



SIX-LANE MAJOR STREET



FOUR-LANE MAJOR STREET

Major streets are primarily designed to distribute localized trips. Typically, major signalized intersections shall be spaced no closer than one-quarter mile intervals. A raised median is required to separate the two directions of travel and to improve the visual appearance of the arterial corridor.

Access to and from four-lane or six-lane major streets from abutting properties shall typically be controlled but not restricted. Full access median openings will be permitted on these facilities only at locations specified by the City Engineer and under conditions established by the city. Parking on these facilities shall typically be allowed. However, parking at critical locations may be denied as deemed appropriate by the City Engineer. If a bike lane is to be provided on either of these facilities and parking is to be retained, an additional 10 feet of right-of-way will be required to allow for a 10-foot widening of the roadway cross section. Both of these major arterial facilities shall also provide landscaped buffer areas. Pedestrian crossing demand should be well planned, focused and controlled to direct pedestrians to designated crossing points at signalized intersections.

The general plan includes the following routes classified as six-lane major streets:

- o Broadway from E Street in Central Chula Vista north to State Route 54.
- o Fourth Avenue from State Route 54 to C Street in Central Chula Vista.
- o H Street from Interstate 5 to Interstate 805 in Central Chula Vista.
- o Palomar Street from Interstate 5 east to the intersection of Orange Avenue/Palomar Street.
- o Telegraph Canyon Road from Interstate 805 to the intersection of Paseo del Rey in Eastern Territories.
- o Otay Valley Road from Interstate 805 to Paseo Ranchero south of Eastern Territories.
- o Otay Lakes Road (extended) from Orange Avenue to State Route 125 in Eastern Territories.
- o Hunte Parkway from Orange Avenue to State Route 125 in Eastern Territories.

The general plan includes the following routes classified as four-lane major streets:

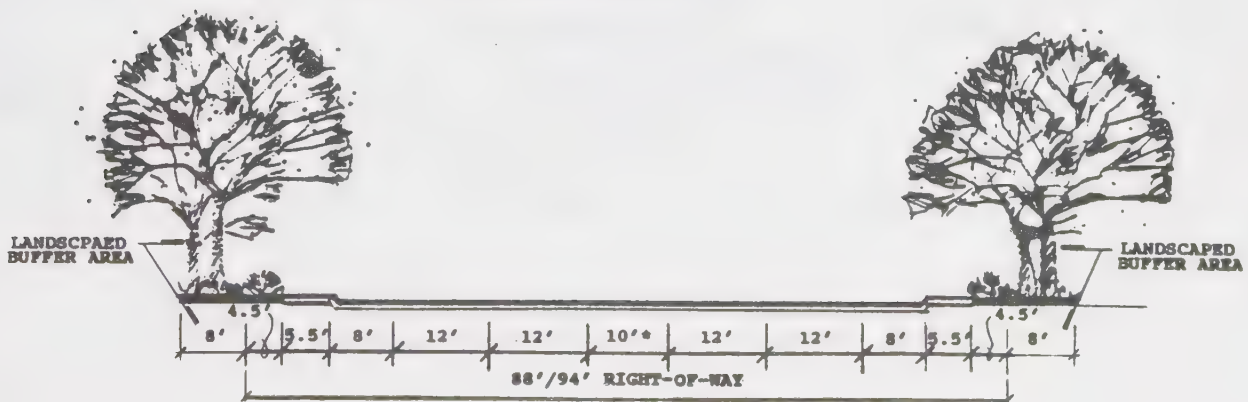
- o Broadway from E Street in Central Chula Vista to the southern edge of the general plan boundary.
- o Fourth Avenue between C Street and E Street in the northern portion of Central Chula Vista, and between Palomar Street and the southern edge of the general plan boundary.
- o E Street from Marina Boulevard to Broadway in the Bayfront.
- o Marina Boulevard from E Street to J Street in the Bayfront.
- o G Street from marina Boulevard to Interstate 5 in the Bayfront.
- o J Street from Marina Boulevard to Broadway in the Bayfront.
- o Orange Avenue between Palomar Street and Interstate 805 south of Central Chula Vista.
- o Main Street between Interstate 5 and Interstate 805 south of Central Chula Vista.
- o Plaza Bonita Road from Sweetwater Road to Bonita Road north of Eastern Territories.
- o Sweetwater Road from State Route 54 to Plaza Bonita Road and Plaza Bonita Road from Sweetwater Road to Bonita Road in Eastern Territories.
- o Bonita Road from Flower Street to Central Avenue north of Eastern Territories.
- o East H Street from Otay Lakes Road to Eastlake Road and from San Miguel Road to Hunte Parkway in Eastern Territories.

- o Eastlake Parkway from State Route 125 to south of Hunte Parkway in Eastern Territories.
- o Hunte Parkway from East H Street to Orange Avenue in Eastern Territories.
- o Telegraph Canyon Road from Hunte Parkway to the eastern edge of the general plan boundary.
- o Palomar Street from Interstate 805 to Paseo Ranchero in Eastern Territories.
- o Orange Avenue from Hunte Parkway to the main entrance driveway of the Olympic Training Center in Eastern Territories.

5.5 COLLECTOR STREETS

Collector streets complete the circulation system by providing service to residential areas, and by relieving traffic pressure on arterials and major streets by providing alternate routes for short trips. This classification includes three subclasses of collector streets; a four-lane collector street with a center left turn lane, a two-lane collector street with a center left turn lane, and a two-lane collector street.

5.5.1 Class I Collector Streets



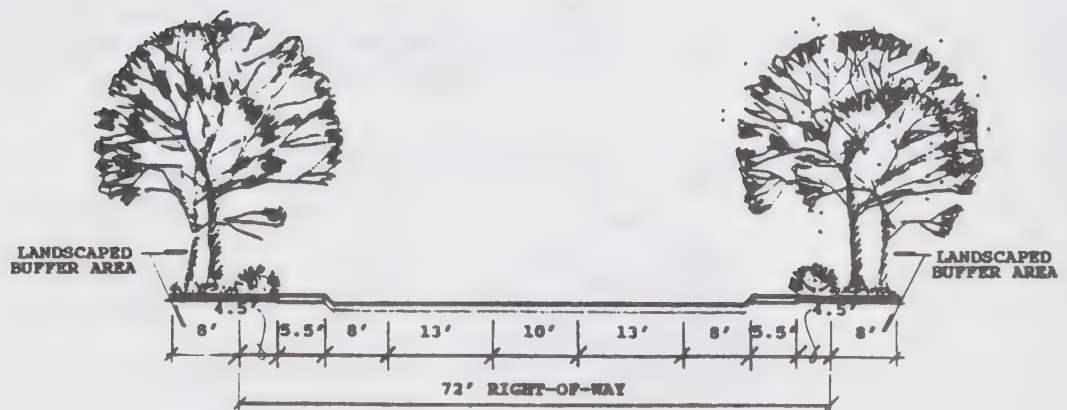
* Where access from fronting properties is not required, the median width may be reduced to 4' with approval of the City Engineer.

CLASS I COLLECTOR STREET

Class I collector streets serve primarily to circulate localized traffic and to distribute traffic to and from arterials and major streets. Class I collectors are designed to accommodate four lanes of traffic, however, they carry lower traffic volumes at slower speeds than major arterials, and they have a continuous left turn lane separating the two directions of traffic flow. Typically, major signalized intersections shall be spaced no closer than 660 feet.

Access to and from this Class I collector street from abutting properties shall typically be controlled but not restricted. Parking on this facility shall typically be allowed. However, parking at critical locations may be denied as deemed appropriate by the City Engineer. If a bike lane is to be provided on this Class I facility and parking is to be retained, an additional 10 feet of right-of-way will be required to allow for a 10-foot widening of the roadway cross section.

5.5.2 Class II Collector Streets

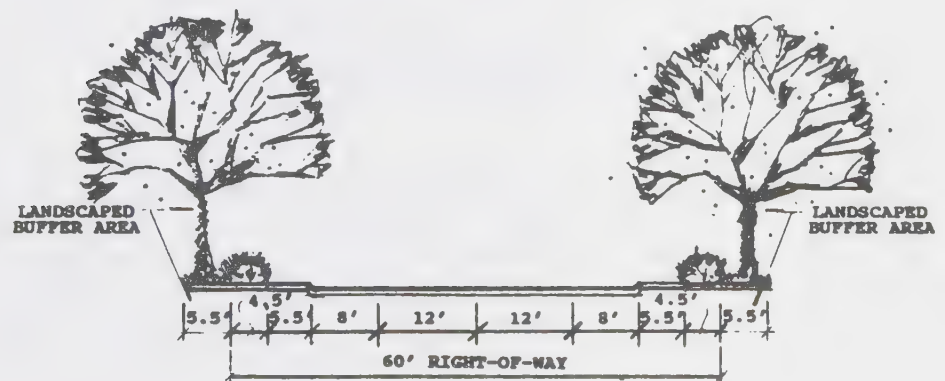


CLASS II COLLECTOR STREET

Class II collector streets with two-way center turn lanes serve primarily to circulate localized traffic and to distribute traffic to and from arterials, major streets and Class I collectors. Class II collectors are designed to accommodate two lanes of traffic, however, they carry lower traffic volumes at slower speeds than Class I collector streets. This facility type provides access to properties and circulation to residential neighborhoods. Typically, major signalized intersections shall be spaced no closer than 660 feet.

Access to and from this Class II collector street from abutting properties shall be permitted at locations approved by the City Engineer. Parking on this facility shall typically be allowed. However, parking at critical locations may be denied as deemed appropriate by the City Engineer. If a bike lane is to be provided on this Class II facility and parking is to be retained, an additional 10 feet of right-of-way will be required to allow for a 10-foot widening of the roadway cross section.

5.5.3 Class III Collector Streets



CLASS III COLLECTOR STREET

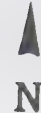
Class III collector streets also circulate localized traffic as well as distribute traffic to and from arterials and other collectors to access residential areas. Class III collector streets accommodate low volume levels and the use of this facility as a carrier of through traffic should be discouraged by its design. Typically, major signalized intersections shall be spaced no closer than 660 feet.

Direct access to abutting properties is unrestricted. Parking on this facility shall typically be allowed. However, parking at critical locations may be denied as deemed appropriate by the City Engineer. If a bike lane is to be provided on this Class III facility and parking is to be retained, an additional 10 feet of right-of-way will be required to allow for a 10-foot widening of the roadway cross section.

6. CIRCULATION PLAN

This section presents a circulation plan designed to serve the land use densities and patterns described in the general plan. This general plan assumed ultimate buildout land use conditions. The circulation plan was tested using the SANDAG planning model (TRANPLAN). Technical evaluation was performed to ensure that the system has sufficient capacity to provide acceptable levels of service. The circulation plan is shown in Figure 2-2.

It is important to recognize that the alignments shown within the Orange Avenue Corridor and San Miguel Corridor are general in nature and actual alignments will depend on future detailed design studies. These studies should relate to issues of topography, utility easements, environmental impacts and other factors. This is primarily due to the dynamic nature of land use planning and development coupled with the interaction between land use and the transportation system.



*Alignment of this facility is tentative and subject to further traffic, land use and environmental analysis.

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Figure 2-2
CIRCULATION PLAN

7. BICYCLE PLAN

Bicycle use for both recreation and transportation has increased significantly in recent years in Chula Vista and the surrounding region. There has been steady growth in bicycle use for reasons such as physical fitness, recreation, concern about rising fuel costs and environmental protection. These interests have resulted in increased public demand for bikeways and routes where bicycles can be ridden with ease and relative safety.

The degree of community support for more and improved bike trails was demonstrated in a 1983 Bike Route Facilities Report which included a city-wide public opinion survey. A majority of the people surveyed said they would ride bicycles more often if better or additional bicycles facilities existed in the city.

The original Bike Route Element of the general plan was adopted in 1975 and this element established the framework for the existing network. The Bicycle Plan shown on Figure 2-3 represents an expansion of the 1975 plan by providing new routes to serve anticipated development beyond Year 2005. This network is an inter-neighborhood plan and does not include bicycle routes serving individual neighborhoods.

There are three classifications of bicycle facilities that are incorporated into the street system. These three classifications are as follows:

- o **Shared Route** - A shared route is a street identified as a bicycle route by "Bike Route" guide signing only. There are no special lane markings and bicycle traffic shares the roadway with motor vehicles.



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Figure 2-3

BICYCLE PLAN

- o **Bike Lane** - A bike lane is a lane on the paved area of a street for preferential use by bicycles. It is usually located along the edge of the paved area or between the parking lane and the first motor vehicle lane. It is identified by "Bike Lane" or "Bike Route" guide signing, special lane lines and other pavement markings. Bicycles have exclusive use of a bike lane for longitudinal travel, but must share the facility with motor vehicles and pedestrians crossing it. Bike lanes shall be one-way facilities.
- o **Bike Path** - A bike path is a special pathway facility for the exclusive use of bicycles, which is separated from motor vehicle facilities by space or a physical barrier. A bike path may be on a portion of street or highway right-of-way or special right-of-way not related to a motor vehicle facility. It may be grade separated or have street crossings at designated locations. It is identified with guide signing and also may have pavement markings.

The proposed bicycle network is designed to satisfy future requirements for safe and functional bicycle commuting and recreation in the city. There are currently several Chula Vista bicycle routes included in the Regional Transportation Improvement Plan. Many bicycle routes can be implemented by signing and striping in conjunction with parking prohibitions, thereby causing minimal disruption to existing traffic patterns. Bicycle lanes may also be included in the construction of new street facilities or in the scheduled improvements of existing streets.

8. PUBLIC TRANSIT PLAN

8.1 INTRODUCTION

In the future public transit is expected to play a more significant role in the movement of people in Chula Vista. Public transit should be encouraged with improvements and expansion of service into new outlying areas, particularly Eastern Territories, linking all parts of the general plan area with Central Chula Vista.

The expected increase in the number of retired people, who may be unable or unwilling to drive, also suggests increasing demand for public transit linking the various parts of the general plan area to Central Chula Vista and other destinations in metropolitan San Diego, such as the airport, railroad depot, bus station, and recreation areas.

The efficiency of public transit suggests its desirability from an economic point of view. The cost of a high level of transit service compares favorably with the cost of providing the additional traffic lanes, downtown parking spaces, and policing of a traffic circulation system based exclusively on the use of private automobiles.

8.2 EXISTING CONDITIONS

Chula Vista Transit (CVT) began operating in the early 1970's as a contracted service sponsored by the City of Chula Vista. It is the oldest of the small operators in the San Diego area. Service levels and service areas have grown over the years. In recognition of the expansion, a new entity was formed in August 1979 to govern Chula Vista Transit. This entity, the South Coast Organizations Operating Transit (SCOOT), is a joint powers agency of the City of Chula Vista and the County of San Diego. The three member SCOOT Board, comprised of one county supervisor and two Chula Vista representatives, meets every two months to provide policy guidance

for the operation of Chula Vista Transit's fixed-route services. The Chula Vista City Council remains active in local transit matters reviewing staff reports and recommending their referral to the SCOOT Board.

For fiscal year FY 1987-1988, SCOOT operated approximately 599,800 annual revenue miles over eight routes with 949,600 total annual riders and \$379,400 annual cash fare revenue. The average trip length per rider was approximately 4.0 miles during this same fiscal year. This figure includes all routes with the exception of Route 708 which permits no boardings or alightings between its origin near the Bayfront Trolley Station and its destination at the Nature Interpretive Center. Routes 701, 702/702A, 703, 704, 705, 706/706A, 707 and 708 currently serve the City of Chula Vista. Service is provided seven days a week with reduced service on Saturdays and Sundays. Major areas and activity centers served by CVT include Chula Vista Center, Plaza Bonita Shopping Center, Civic Center, Third Avenue commercial area, Southwestern College, Rohr Industries, the Bayfront, H Street and Palomar Street Trolley Stations and numerous public schools.

CVT coordinates its service with the San Diego Trolley, San Diego Transit Corporation (SDTC), National City Transit (NCT), and Route 932 operated by Southwest coaches. Coordination between CVT and other area operators is accomplished through the Metropolitan Transit Development Board (MTDB) primarily by timed transfers at specific locations, a regional transfer policy agreement and a regional monthly pass program agreement. Dial-A-Ride for senior citizens and disabled citizens is also available in Chula Vista by calling the Chula Vista Handytrans. Detailed route maps and information on times and fares are available from the City of Chula Vista and by contacting the regional transit information service operated by SDTC. Also, route and scheduling information can be obtained at various locations throughout the city.

8.3 PROPOSED PUBLIC TRANSIT PLAN

The public transit system proposed for the general plan area is a comprehensive plan combining existing public transit facilities to provide affordable, efficient public transportation for the residents of Chula Vista. The proposed public transit system integrates the needs of both regional travel and, most importantly, travel within the general plan area. The key elements of the proposed public transportation system are discussed in the following sections and are illustrated in Figure 2-4.

8.3.1 Regional Transit

The first element of the transit plan is to provide a regional transit system similar to the San Diego Trolley or possibly an express bus along or within State Route 125 to supplement the existing regional transit system on Interstate 5. This will provide north-south regional transit corridors to serve the existing urban core area, defined by E and H streets and Third Avenue and Marina Parkway in the Bayfront, as well as the eastern urban center and university and business park site that is envisioned to develop in Eastern Territories in the future.

8.3.2 East-West Express Bus

Directly related to the regional transit system is an east-west express bus route connecting the two major regional transit corridors, as well as the urban core area and the eastern urban center. This east-west express public transit is seen as a key to the integration of the western and eastern areas of the city. The express bus route includes as an initial concept 12 stops. This includes a majority of the community activity centers in the city. Four of these scheduled stops involve potential transfer between the east-west express bus and the regional transit system. These 12 stops also serve as hubs for local feeder bus routes that circulate through the various activity centers in the city.



Figure 2-4

PUBLIC TRANSIT SYSTEM

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8.3.3 Urban Core/Bayfront Shuttle

The urban core will contain the greatest diversity of public, commercial, civic, financial, cultural, and residential uses emphasizing its role as the hub of the city. The extension of the urban core into the Bayfront area, including the extension of H Street to Marina Parkway, emphasizes that the urban core is a water-oriented area with a strong east-west connection. A shuttle bus operating on E and H Streets, Third Avenue and Marina Parkway will tie most facilities in this area together, and in particular, the Third Avenue Town Centre and adjacent activities with the transit stations and the Bayfront.

8.3.4 Local Feeder Bus Routes

In addition to the north-south regional transit system and the east-west express bus route, the proposed public transit system includes a network of local bus routes oriented to each of the community activity centers, as well as the urban core and eastern activity center. Community activity centers serviced by the local bus network include Bayfront, Terra Nova, Bonita, Southwestern College, Eastlake, University, Community Hospital, and Montgomery. The local bus network will loop into the neighborhood area collecting riders for the east-west express bus route and the north-south regional transit system. The Urban Core/Bayfront Shuttle is an example of such a transit loop.

8.3.5 Open Space and Trail System

The final element of the proposed transportation system is the Open Space and Trail System plan. This section of the circulation element briefly describes the concepts of this plan while Part 1, Chapter 1, Section 7.3 fully describes the plan. The physical features which define the general plan area of the city provide a unique opportunity to develop a network of open space, trails, and recreational activities. The backbone of this system will be the Chula Vista Greenbelt, connecting the Bayfront, Sweetwater and Otay Valleys, and the Upper and Lower Otay Reservoirs. The Greenbelt represents a continuous open space which visually and functionally links all the recreational facilities of the city. The Open Space and Trail Network will be designed to provide direct access to the major stops of the local bus network, the east-west express bus route and the north-south regional transit system, thus integrating the non-vehicular mode of transportation system, such as pedestrians and bicyclists, with the mass transit and vehicular modes of transportation.

8.3.6 Dial-A-Ride

Dial-A-Ride will also be available to senior citizens and handicapped citizens to supplement the elements of the public transportation plan identified above



3. PUBLIC FACILITIES

CHAPTER 3 **PUBLIC FACILITIES ELEMENT** **CONTENTS**

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INTRODUCTION

The public facilities element of the Chula Vista General Plan focuses on the facilities and services that are controlled by the

City through direct administration or contractual agreement, and facilities provided as obligatory services by other public agencies. Excluded are public facilities that fall directly within the scope of other elements of the plan such as Parks and Recreation, Circulation and others.

2. GOALS, AND OBJECTIVES

The general objective and goal of the City of Chula Vista, as it relates to the infrastructure requirements of the general plan, is to promote an adequate and efficient range of public facilities and services. This will be accomplished by identifying key issues that should be addressed by the Public Facilities Element and establishing the goals and objectives in response to each issue.

Issues are statements of either opportunities or problems the City will encounter in providing adequate infrastructure requirements. Goals and objectives are statements of value regarding what should or should not take place during the course of the City's development. The issues, goals and objectives which are applicable to the water, wastewater, drainage and flood control and solid and hazardous waste facility requirements are discussed in this section.

GOAL 1. WATER FACILITY PLANNING

As in many other areas of Southern California, Chula Vista has experienced significant growth over the past two decades. This growth has placed an increased demand on the water distribution and supply facilities for the area. Chula Vista is highly dependent on imported water supplies from the Colorado River Basin and State Project Water from Northern California. In recent years, below average rainfall throughout California coupled with a court decision reducing California's share of Colorado River Water, has increased the importance of proper water management and conservation. It is the goal of Chula Vista to take actions, appropriate to its population and resources, to control the growth in demand for water and promote water conservation.

Objective 1. Promote water conservation through increased efficiency in essential uses and use of low water demand landscaping.

Objective 2. Encourage, where safe and feasible, wastewater reclamation and the use of reclaimed water for irrigation and other uses.

Objective 3. Encourage suppliers to adopt a graduated rate structure designed to encourage water conservation.

Objective 4. Actively participate in the agency planning for providing adequate emergency storage and supply facilities for Chula Vista and neighboring communities.

GOAL 2. WASTEWATER FACILITY PLANNING

Chula Vista relies on the City of San Diego Metropolitan (Metro) Sewage System for treating and disposing of the wastewater generated within the general plan area. The City of San Diego has been mandated by the Environmental Protection Agency to upgrade the Metro system to secondary treatment levels. This mandate, coupled with the increased demand on Metro, will result in significant expansion to the existing system of which Chula Vista is part. It is the goal of the City to participate in the regional decision-making process regarding this expansion and to control the growth in demand for wastewater treatment within the general plan area.

Objective 5. Continually monitor wastewater flows and anticipate future wastewater increases that may result from changes in the adopted land use.

Objective 6. Promote low wastewater generating development where appropriate.

Objective 7. Actively participate in the Metro expansion planning process, and where appropriate, evaluate reasonable alternatives to eliminating Chula Vista's dependence on Metro.

Objective 8. Assure that new development meets or exceeds a standard of high quality in wastewater facility planning and design and that existing downstream facilities are not adversely impacted by the addition of new development upstream.

Object 9. Resist the addition of permanent new pump stations where gravity flow is at all possible.

GOAL 3. DRAINAGE AND FLOOD CONTROL FACILITY PLANNING

As growth occurs in the future, the proportional amount of rainfall runoff from each drainage area will increase. As a result, existing drainage and flood control facilities downstream will begin to experience higher flow rates than they have been experiencing or were designed for. It is the goal of the City to properly regulate design of future facilities such that the

effectiveness of the existing drainage facilities are not degraded.

Objective 10. Required development of on-site detention of storm water flows such that where practical, existing downstream structures will not be overloaded.

Objective 11. Assure that new development incorporates a high degree of sediment control as part of their project.

Objective 12. Preserve the existing drainage structures in Central Chula Vista where possible to minimize the disruption to the public and the requirement for additional space for larger facilities.

GOAL 4. SOLID AND HAZARDOUS WASTE CONTROL PLANNING

The production of solid wastes in San Diego County, including Chula Vista, has steadily increased on a per capita basis at about 10 percent per year since 1982. Similarly, hazardous waste production has also increased with the addition of new industries and technology. If this trend continues as more development occurs, and based on the availability of suitable disposal sites, Chula Vista could experience a solid and hazardous waste disposal problem. This could mean at minimum a significant cost increase for transporting materials great distances to available disposal sites and the possibility of increasing the number of waste transfer sites within the City. While control and siting of disposal sites falls under the jurisdiction of agencies other than Chula Vista, including the County of San Diego and State of California, the City has the ability to control waste production within its general plan area. It is the goal of Chula Vista to take action appropriate to its population and resources, to promote reductions in solid and hazardous waste production and plan for adequate disposal.

Objective 13. Promote recycling of any material which has a reusable nature. Provide public facilities to handle recycling of materials such as paper, glass and others.

Objective 14. Support waste reduction legislation.

Objective 15. Encourage development of low hazardous waste producing industries.

Objective 16. Support the County Public Information and Education Program regarding solid waste reduction and recycling.

Objective 17. Participate in regional planning and evaluation of solid waste disposal sites and alternative methods of solid waste disposal.

GOAL 5. SCHOOLS

As growth occurs in the City, particularly new residential development, increased demands for school services and facilities will be placed on the school districts servicing the Chula Vista Community. While the control and siting of school sites falls under the jurisdiction of the local school districts, Sweetwater Union High School District and Chula Vista City Schools, it is the goal of the City to facilitate the districts' provision of school services.

Objective 18. Coordinate the review of development proposals with the local school districts to ensure that adequate school facilities are available to meet the needs required by the development.

Objective 19. Coordinate with local school districts during the review of land use issues which required discretionary approval such as tentative subdivision maps, planned unit developments, zoning ordinance and general plan revisions and amendments.

Objective 20. Provide the school districts with the development thresholds as proposed by the growth management committee for the agencies' review and comment.

Objective 21. To site new school land use designations in a central location within residential neighborhoods.

GOAL 6. LIBRARY

As growth occurs in the City, particularly residential development, increased demand for library service will occur. It is the goal of the City to provide for the expansion of the library system into the newly developing areas and areas not adequately served by existing library facilities.

Objective 22. Coordinate the review of development proposals to ensure that adequate library facilities are available to meet the needs of new development.

Objective 23. Continue the process of planning and site selection to ensure that new facilities are built in existing areas that are not currently served by an adequate library.

Objective 24. To site new library facilities in a central location to conveniently serve the surrounding community.

3. INVENTORY OF EXISTING PUBLIC FACILITIES

The public utilities and service system is one of the most important considerations in urban development. Urban development and growth is dependent upon the availability of public utilities and services. Conversely, expansion of these is dependent upon thorough planning which in turn is an extension of appropriate and well-reasoned land use analysis and proposal. The facilities and networks which make up the public works "infrastructure" are generally considered as the foundations upon which activity areas are facilitated and maintained. In the case of Chula Vista, the infrastructure may be one of the primary criteria for determining future growth of activity areas.

The infrastructure addressed in this element consists of the following facilities:

- Water
- Wastewater
- Drainage and Flood Control
- Solid and Hazardous Waste Control

Generally, the City of Chula Vista is being adequately served by its public works infrastructure. Certain facilities, however, are in need of improvement and upgrading. The following sections discussed in greater detail each of the infrastructure systems and the agencies controlling them.

3.1 WATER FACILITIES INVENTORY

The City of Chula Vista's general plan area is provided water service primarily by two major water agencies. These will be discussed below and are shown on Figure 3-1.

Sweetwater Authority

Central Chula Vista is served by the Sweetwater Authority whose service area within the City is bounded by Interstate 805 and Sweetwater Reservoir to the east, San Diego Bay to the west, the Otay River Valley to the south and SR 54 Bonita Road to north. Approximately sixty percent of Sweetwater's system is supplied by gravity from the Sweetwater Filtration Plant. The remainder of the system is comprised of pumped pressure zones at the higher elevations. Source supply for the City's

Figure 3-1
WATER SYSTEM - EXISTING SYSTEM

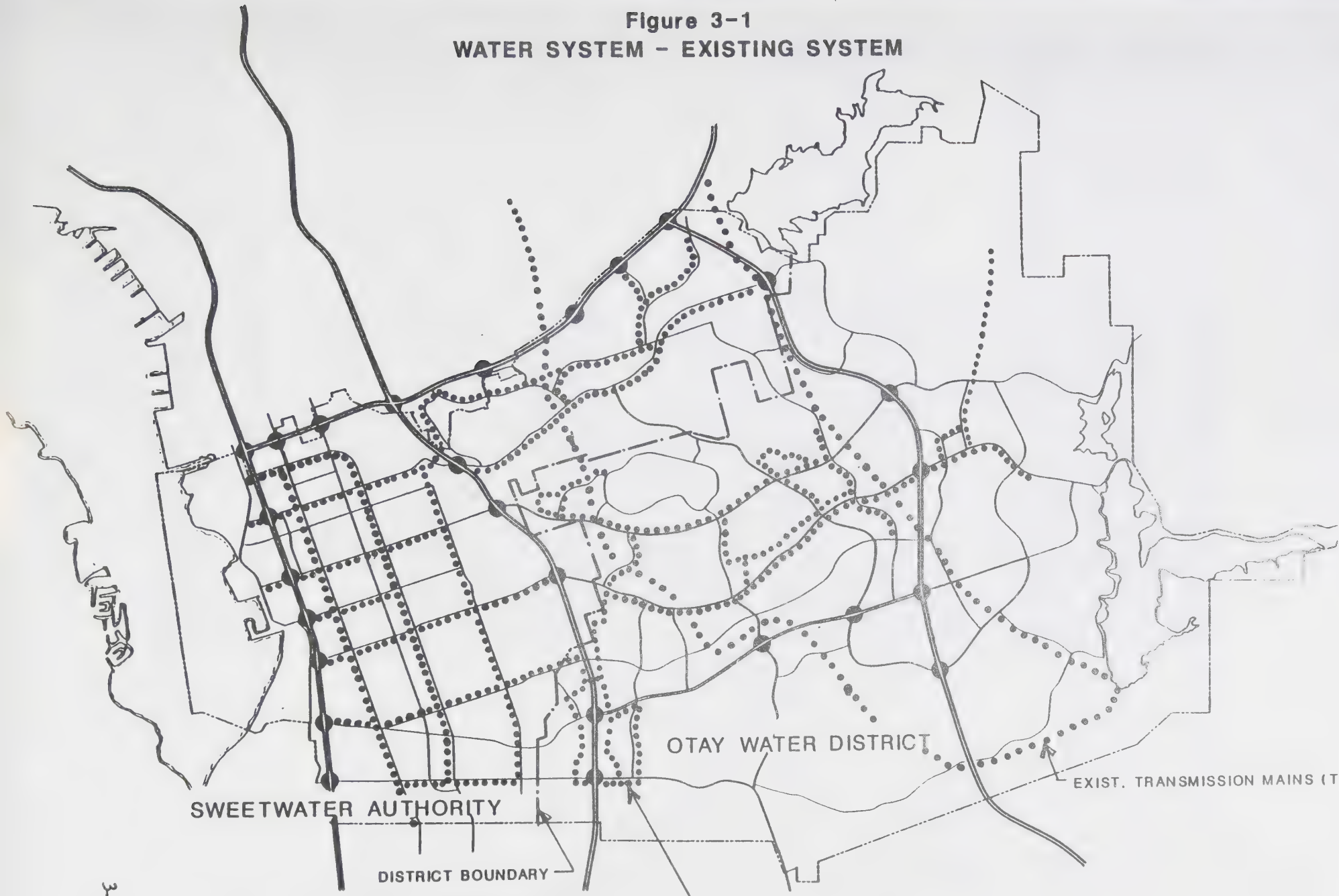
SWEETWATER AUTHORITY

OTAY WATER DISTRICT

EXIST. TRANSMISSION MAINS (T)

DISTRICT BOUNDARY

EXIST. DISTRIBUTION MAINS (TYP.)



portion of the system is largely from surface water runoff and collection at Sweetwater Reservoir augmented by the San Diego County Water Authority aqueduct system when necessary. Transmission and distribution pipelines ranging in size from 6 inches to 42 inches, deliver water to Chula Vista with a normal operating pressure range of 40 to 90 pounds per square inch (psi). Daily and seasonal peak flow requirements, including fire flows, are offset by operational storage reservoirs located throughout the City. Total operational storage for Sweetwater is approximately 38 million gallons with an average daily demand of about 24 million gallons per day.

Otay Water District

The easterly portion of the general plan area is served by the Otay Water District. Otay refers to this area as the Central Area which encompasses three Improvement Districts including I.D. No. 5 I.D., No. 10 and I.D. No. 22. Improvement Districts are defined as areas which are assessed fees in relation to the benefit received for constructing water or sewer facilities for that area. These districts were formed on the following dates:

I.D. No. 5, November 28, 1960 by Resolution No. 123

I.D. No. 10, February 11, 1963 by Resolution No. 265

I.D. No. 22, July 3, 1972 by Resolution No. 986

This portion of the general plan area is bounded by Interstate 805 to the west, the Otay River Valley to the south, the Lower Otay Reservoir to the east and the area known as Bonita to the North. Approximately 39 percent of this area is served by gravity while the remainder requires pumping. The system is comprised of five pressure zones (service areas), two water booster pump stations, six reservoirs and two connections to the San Diego County Water Authority filtered water aqueduct system. The aqueduct system supplied by Colorado River Water and State Project Water provides the only supply source to this area. Pipelines range in size from 6 inches to 30 inches and current total storage volume is approximately 32 million gallons. The average daily demand for the system is about 4.5 million gallons per day.

3.2 WASTEWATER FACILITIES INVENTORY

As a member of the City of San Diego Metropolitan Sewage System, Chula Vista currently has contracted for capacity rights equaling 17.1 mgd average daily flow. Including the 2.0 mgd metro capacity rights that were acquired when Chula Vista

over the operation of the Montgomery Sanitation District brings the total contract capacity to 19.1 mgd for Chula Vista.

The City of Chula Vista operates and maintains its own sanitary sewer system. This system consists of approximately 270 miles of sewers ranging in size from 6 inches to 36 inches, 10 raw sewage pump stations and three independent metered connections to the City of San Diego Metropolitan Sewer System (Metro). Figure 3-2 illustrates the major components of the existing wastewater system.

The northern portion of the City gravity flows into the Spring Valley Interceptor which is generally located in Sweetwater Road. This line is owned and operated by the County of San Diego, which leases 11.4 million gallons per day (mgd) to Chula Vista. Presently the City contributes 1.4 mgd to this line, which terminates at a connection to Metro near Sea Vale Street.

Central Chula Vista transports its wastewater flows to Metro via two major trunk sewers. The first major line being the "G" Street trunk sewer, which receives tributary flows from the area bounded by "D" Street south to "H" Street. This trunk sewer terminates at a metered connection to Metro located off "G" Street just west of Bay Boulevard. Existing wastewater flows in this line represent approximately 2.6 mgd. The second trunk sewer serving Central Chula Vista from "H" Street south to Naples Street is located in "J" Street and Telegraph Canyon Road. This line begins in the east on Otay Lakes Road near Eastlake Drive and terminates at a metered connection to Metro located at the end of "J" Street west of Bay Boulevard. This trunk sewer currently transports 3.9 mgd of Chula Vista wastewater flows to Metro.

The southern portion of Chula Vista is served by the Main Street and Faivre Street trunk sewers. These lines generally parallel each other beginning on the easterly side of the Interstate 805, and ending at a single connection to Metro at the end of Faivre Street. The two lines join in Industrial Boulevard prior to making the Metro connection. Presently, 4.1 mgd worth of flow is being metered at this last connection. The total Chula Vista wastewater flow into Metro is therefore 12.0 mgd at this time.

3.3 DRAINAGE AND FLOOD CONTROL FACILITIES INVENTORY

The City of Chula Vista operates and maintains its own drainage and flood control facilities. This system, as shown in Figure 3-3, is made up of improved and unimproved flood

Figure 3-2
WASTEWATER SYSTEM - EXISTING SETTING

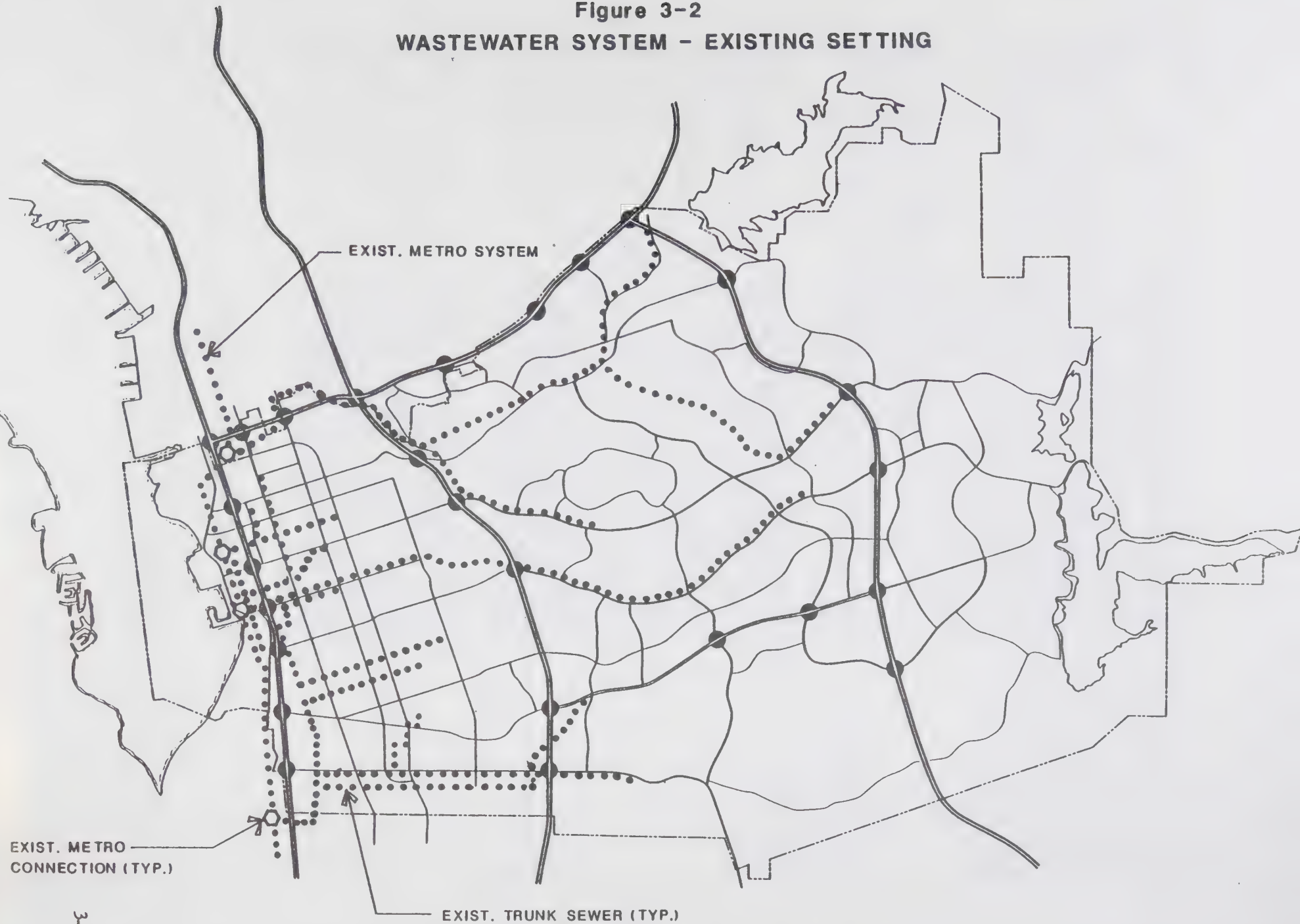
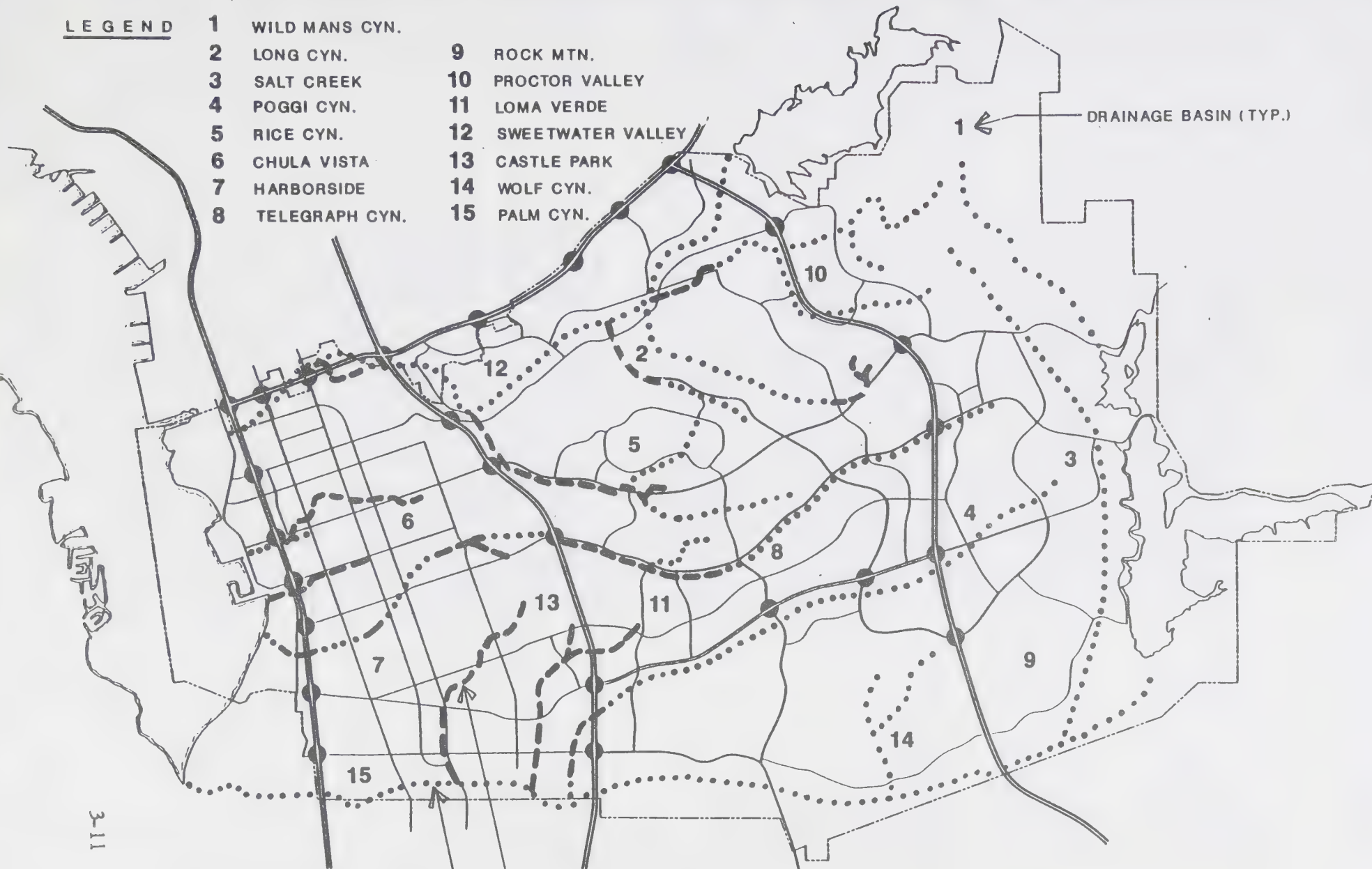


Figure 3-3

DRAINAGE AND FLOOD CONTROL FACILITIES - EXISTING SETTING

LEGEND

- | | | | |
|---|----------------|----|-------------------|
| 1 | WILD MANS CYN. | 9 | ROCK MTN. |
| 2 | LONG CYN. | 10 | PROCTOR VALLEY |
| 3 | SALT CREEK | 11 | LOMA VERDE |
| 4 | POGGI CYN. | 12 | SWEETWATER VALLEY |
| 5 | RICE CYN. | 13 | CASTLE PARK |
| 6 | CHULA VISTA | 14 | WOLF CYN. |
| 7 | HARBORSIDE | 15 | PALM CYN. |
| 8 | TELEGRAPH CYN. | | |



EXIST. UNIMPROVED CHANNELS (TYP.)

EXIST. IMPROVED CHANNELS (TYP.)

control channels, storm drains, bridge crossings, detention basins and various other facilities. These facilities range in age from recently constructed to in excess of 30 years old. In general, the existing structures are in good condition and free of debris and sediment. The single, largest maintenance problem the City has experienced over the years has been maintaining the unimproved channels in a clear condition, free of vegetation and other debris such as shopping carts. Obstructions of this nature have historically caused stream blockage and remote flooding is left unattended.

As in all systems of this nature the existing drainage and flood control facilities have their limitations. Development of the system by the City has been guided, over the years, by the use of numerous studies and reports including, primarily, the 1964 drainage master plan report prepared by Lawrence, Fogg, Florer and Smith. The most significant hydraulic problem with drainage in Chula Vista is the downstream portions of the numerous natural drainage channels which have been developed over the years. Initially, runoff was directed into the natural, or possibly improved channels, or into storm drain trunk line. As the upstream portions of the drainage areas developed, the load on the downstream system increased. In some instances this has resulted in occasional downstream flooding because the existing systems are not able to convey the runoff adequately. The problems and constraints of the major drainage courses are described briefly.

Palm Canyon is located in southeast Chula Vista and drains to the Otay River. The upstream portion has been lined through the developed area and is in good condition. The downstream section, with outfall to Otay River, is heavily vegetated and there are significant flow constrictions at several culverts.

Poggi Canyon also is located in southeast Chula Vista and drains to Otay River. The upstream portion has been lined through the developed areas. The downstream portion and outfall to Otay River are heavily covered by brush. Sediment deposition in a box culvert at Otay Valley Road if left unattended will reduce the effective hydraulic capacity of this facility. There is potential for substantially increased flows in this basin due to the availability of undeveloped land in the upper canyon.

Telegraph Canyon is located in Central Chula Vista and drains to San Diego Bay. The portion of channel above Hilltop Drive has been lined through the developed area and is in good condition. Sections of the downstream portion below Hilltop Avenue appear undersized as evidenced by recent high waters through the channel. There is a potential for substantially increased flows in this channel due to new development in the upper canyon.

Central Area Basin is located in north Central Chula Vista and drains to San Diego Bay. The channel has a few areas of lining but nothing significant. This area is not subject to substantial new development so runoff should not increase greatly in the future. However, this channel appears too small to convey 100-year storm flows.

Lower Sweetwater is located in northern Chula Vista and drains to San Diego Bay. This is an area that will be channelized as part of the Corps of Engineers flood control program. This area has historically experienced flooding during significant rainfall, however, the Corps of Engineers project should alleviate this problem.

Upper Bonita Long Canyon is located in northeast Chula Vista and drains to Sweetwater River. The channel has been lined in the upstream areas and appears adequate for existing development. There is a potential for substantially increased runoff due to the availability of land in the upper canyon. The lower canyon development has encroached into the flood plain, and increased runoff from developing areas in upper canyon may cause future problems.

3.4 SOLID AND HAZARDOUS WASTE COLLECTION AND DISPOSAL FACILITIES INVENTORY

Municipal Solid Waste

Control of the solid and hazardous waste collection and disposal for the general plan area fall under several jurisdictions. Regional planning and management for San Diego County's solid wastes are administered by the San Diego County Solid Waste Division of the Department of Public Works. This agency is responsible for revising and updating the "Regional Solid Waste Management Plan" (RSWMP) which reviews current solid waste collection and disposal practices, predicts future waste generation trends and reviews the possible means for accommodating future collection and disposal needs. This document is the major planning tool for the County and includes solid waste planning for all of the cities within the County.

Collection and disposal of solid wastes are the responsibility of each city for its residents. The City of Chula Vista and the communities in the sphere of influence contract private collection agencies to assume collection and disposal responsibilities for their residents. The following collection agencies service the sphere of influence at present:

- o Chula Vista Sanitary Service
- o American Trash Service

- o Jamul Services
- o EDCO Disposal Corporation

Chula Vista Sanitary Service collects municipal refuse from Central Chula Vista, Bayfront, Montgomery/Otay, Telegraph Canyon/Lakes, Sunnyside and Bonita within the planning area. This agency has a 17-year contract with the City of Chula Vista and has the ability to expand their operation to meet the long range needs of the Chula Vista area.

American Trash Service provides collection service for the South Bay area. Within the General Plan Area, American Trash Service collects municipal refuse from the Bonita community. This agency also services the communities of Sweetwater, Dulzura, Jamul, Spring Valley and Casa de Oro.

Jamul Services collects wastes in the Bonita, Jamul, Case de Oro and Dulzura areas.

EDCO Disposal Corporation also provides collection service for the Bonita community.

For waste disposal, there are currently nine landfills in San Diego County. These are shown in Table 3-1. Figure 3-4 depicts the existing solid and hazardous waste disposal sites within the general plan area. Wastes collected in the Chula Vista area (approximately 131,000 tons per year in 1985) are disposed of at the Otay Landfill. This facility is located north of Otay Valley Road on the south side of Chula Vista and serves the Cities of Chula Vista, Coronado, Imperial Beach, National City and San Diego. Otay Landfill was opened in February of 1966, and the expected worst-case closure date is 1999. The worst-case scenario, according to the Regional Solid Waste Management Plan, assumes that no new facilities are added to the region's existing disposal system, and average annual waste generation increases by 5% per year. Under this plan, Otay Landfill will be the last landfill in the region to close.

Specific data pertaining to the Otay Landfill design are as follows:

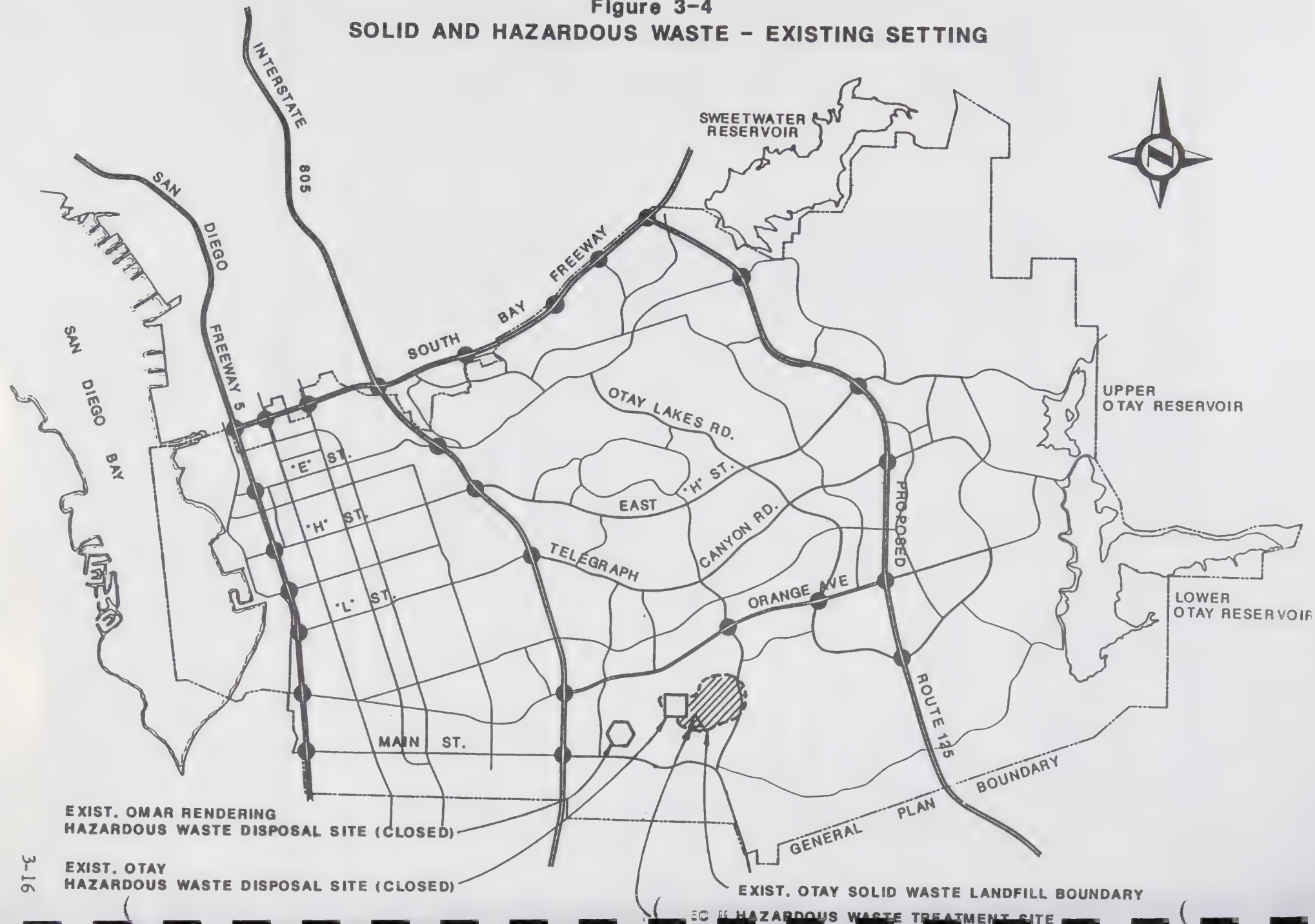
- Landfill size - 294 acres
- Tons received per day (1986) - 1,380 tons/day
- Remaining volume - 25,800,000 CY or
15,480,000 tons
- In-place density of compacted trash -
1,200 lbs/CY minimum
- Property size - 515.64 acres
- Cut slope - 1:1 or 1.5:1
- Fill slope - 3:1

TABLE 3-1
EXISTING LANDFILLS IN SAN DIEGO COUNTY

LANDFILL	LOCATION	REMAINING CAPACITY yd ³ /tons)	EXPECTED CLOSURE DATE
Borrego Landfill	Northeast Co.	510,000/ 306,000	2005
Otay Landfill	South Chula Vista	25,800,00/ 15,480,000	
Ramona Landfill	Central Co.	104,000/ 62,400	1988
San Marcos LF	San Marcos	7,000,000/ 4,200,000	1991
Sycamore Landfill	Santee	36,400,000/ 21,840,000	1997
West Miramor LF	North of Clairemont Mesa	29,400,000/ 17,640,000	1995
Montgomery LF	Kearny Mesa area City of San Diego	273,000(1)	1989
Las Pulgas LF	Camp Pendleton	2,600,000	2010
Ysidora Basin LF	Camp Pendleton	12,000,000	2099

Source: "San Diego County Regional Solid Waste Management Plan", 1986.

**Figure 3-4
SOLID AND HAZARDOUS WASTE - EXISTING SETTING**



Existing disposal operations at each of the County's landfills are reviewed continually by the County and the City of San Diego to determine if operation or design changes would allow extended use of the site. Such changes may include height and slope modifications for active work areas, increased in-place density of compacted trash and acquisition of additional acreage to expand existing site capacity. There are at present no plans for expansion of the Otay Landfill due to public resistance to additional landfilling in the area.

Hazardous Waste

The San Diego County Hazardous Waste Management Plan is the primary planning document providing the overall policy direction toward the effective management of the County's hazardous waste of which the general plan area is part. This plan was published by the County of San Diego in draft form on March 31, 1988 and is currently undergoing an extensive review process. The plan establishes programs to manage hazardous waste safely within the County and is the guide for local decisions regarding hazardous waste issues. The plan was prepared pursuant to State Assembly Bill 2948 (Tanner, 1986) which authorizes local government to develop comprehensive hazardous waste management plans, streamlines the permitting process for hazardous waste treatment facilities and prohibits the disposal of untreated hazardous waste in landfills as of May 8, 1990.

Collection, transporting, and disposal of hazardous wastes are the responsibility of the generators of such wastes. Hazardous waste generators incur both financial and environmental liability due to collection, transporting, treatment and disposal of hazardous wastes generated. Therefore, hazardous waste generators must select transporters and treatment/storage/disposal facilities (TSDF's) with utmost scrutiny. There are several licensed hazardous waste transporters operating in San Diego County. These agencies are licensed by EPA and are issued identification numbers. Table 3-2 shows a list of hazardous waste haulers along with the services they provide.

There are very few fully operational hazardous waste disposal facilities in Southern California. Most facilities are operating under interim permit status and are not fully permitted, while some facilities are no longer accepting hazardous wastes.

At present, there are two major hazardous waste landfills in California - Kettleman Hills Landfill near Kettleman City, and Casmalia Resources Landfill near Santa Maria. The B.K.K. Landfill in West Covina, once a hazardous waste disposal facility, no longer accepts hazardous wastes as of 1984.

TABLE 3-2
LICENSED HAZARDOUS WASTE TRANSPORTERS
OPERATING IN SAN DIEGO COUNTY

TRANSPORTER NAME	SERVICES PROVIDED (1)
Action Cleaning	P, V, H, RO, RS
American Processing Co., Inc.	P, H, H, RO, RS
Appropriate Technologies II (B.K.K.)	P, V, H, RO, RS
Aztec Oil	RO, RS
Baron-Blakeslee	P, H, RS
Burns & Sons Trucking	P
Chemical Waste Management, Inc.	P, V, H
Cleaning Dynamics Corps.	(unspecified)
Crosby & Overton, Inc.	P, V, H, RO, RS
Falcon Disposal (B.K.K.)	P, H, RO, RS
HAZCO	RS
It Corp. Environmental Spill Response	P, V, H, RO, RS
NELCO Oil Refining Corp.	RO, RS
North American Environmental, Inc.	P, V, H, (PCP' only)
Oil and Solvent Process Co.	P, V, H, RS
Pacific Coast Lacquer (PCL)	RS
Pacific Treatment Corp.	P, V, H, RO, RS
Pepper Industries, Inc.	RO, RS, P, V

TABLE 3-2 (continued)

TRANSPORTER NAME	SERVICES PROVIDED (1)
Roehl Disposal	RS (Perc only)
Safety Kleen Corp.	RS
San Diego Environmental Services	P, V, H, RO, RS
Sani-Tainer, Inc.	H (asbestos only)
Triad Marine & Industrial	P, V, H, RO, RS
U.S Services, Inc.	P, V, H, RO, RS
Vera Industrial Cleaning Corp.	V, H, RO

- (1) P - Known hazardous waste (liquids, solids) using trucks, loaders, labor, or pumps. Pick up barrels or other DOT-approved containers.
- V - Pick up known hazardous waste (liquids, solids) using a vacuum truck.
- H - Pick up known hazardous wastes using tankers, bob tails, or roll offs.
- RO - Pick up and transport oil for recycling purposes.
- RS - Pick up and transport solvents for recycling purposes.

The Kettleman Hills Hazardous Waste Facility is owned and operated by Chemical Waste Management, Inc. The facility currently operates five surface impoundments and one landfill (211 acres) which is being expanded to 263 acres. Solvents are not permitted to be landfilled according to the 1984 regulations and are sent elsewhere to be incinerated. Chemical Waste Management is in the process of permitting a hazardous waste incinerator for this facility which is expected to be on-line by 1989. Also, two additional landfills are proposed as well as acid neutralization at Kettleman Hills.

The Casmalia Resources facility is located 10 miles south of Santa Maria, California, and is owned and operated by Hunter Resources, Inc. This facility consists of a 200-acre hazardous waste landfill, surface storage, an air treatment unit and acid/alkaline treatment for metals removal. The facility owners currently own 4,300 acres at the site, and it is likely that the present facility will be expanded.

Even with the accessibility of these facilities, some hazardous wastes generated in this area are transported to other states such as Texas and Louisiana for disposal. Based on 1984 estimates by the Department of Health Services, transporting of wastes to other states for disposal can be cost effective. If this continues to be the trend, it appears that disposal of hazardous wastes out-of-state could be a feasible alternative for meeting future hazardous waste disposal needs.

There are presently two non-active hazardous waste disposal sites within the General Plan Area. These are the closed (hazardous waste) disposal sites at the Otay Landfill and the Omar Rendering facility both located on Otay Valley Road. The Otay Landfill hazardous waste disposal site occupies approximately 22 acres and received wastes ranging from acids to solvents and pesticides. The Omar Renderings facility began accepting hazardous wastes in 1959 and comprises approximately 40 acres. It accepted various hazardous wastes including acids, alkaline wastes, solvents and pesticides. The Otay Landfill facility is currently undergoing preliminary site investigations for determining the potential for release of hazardous substances, and a closure plan is being formulated. The Omar Renderings site has been designated as a State Superfund site and is scheduled for a Remedial Investigation Feasibility Study in late 1988.

The areas located adjacent to a hazardous waste site are classified as "border zone property", and are defined as any property which is within 2000 feet of a significant hazardous waste disposal site. The land surrounding the aforementioned

disposal sites will be subject to land use restrictions as "border zone property".

According to the regulations, after a land is designated a "hazardous waste property", no construction can occur on the land without a specific variance approved in writing by the State of California Department of Health Services. Further evaluation of these sites will be completed by the Department of Health Services in the next five years.

3.5 SECONDARY SCHOOLS INVENTORY

Secondary school facilities within the City of Chula Vista are provided by the Sweetwater Union High School District. The district operates senior high schools, junior/middle high schools, adult education schools and a continuing education school. Ten of these facilities are located in the City.

The California Basic Education Data System (CBEDS) enrollment prepared for the 1988/89 school year showed that the district has an enrollment of 26,845. The schools in operation for the 1988/89 year have been designed and constructed to house a total of 22,648 students. To mitigate overcrowded conditions, the district houses students in temporary classrooms such as trailers and relocatable structures.

Through the use of previous CBEDS enrollments and demographic analysis, the district projects an enrollment in excess of 35,377 by the year 1993. Based on these projections, the district will require a minimum of seven new secondary facilities to meet the increased demand.

A new senior high school will be located in the Eastlake Planned Community. It is anticipated that this school will house 2,400 students. Additionally, a middle school site is anticipated to be located within the Rancho del Rey Phase III development. That school should house approximately 1,400 students.

3.6 ELEMENTARY SCHOOLS INVENTORY

Elementary school facilities within the City of Chula Vista are provided by the Chula Vista City School District. The district is currently operating 30 schools. Ten of these facilities are on year-round schedules with the remainder on the traditional school calendar.

CBEDS enrollment prepared for the 1988/89 school year showed District enrollment at 16,179. Existing schools have been

designed to house a total of 600 students each. To mitigate overcrowded conditions, the district currently utilizes relocatable classrooms.

Through the use of previous CBEDS enrollments and demographic analysis, an enrollment in excess of 20,800 is projected by the year 1995. Based on these projections, the district will require a minimum of seven new elementary facilities to meet the increased demand.

A new elementary school will be located in the Eastlake Planned Community. It is anticipated that this school will house 650 students and be in operation in 1989. A second new school will be located on the Windrose Way near the Terra Nova Center. Additionally, a school site located within the Sunbow development is planned.

3.7 LIBRARY INVENTORY

The City of Chula Vista currently operates the Civic Center Public Library on F Street in Central Chula Vista and two neighborhood branch libraries in the Montgomery area. The City has adopted a standard of 0.5 to 0.7 square feet of library space per capita.

4. PUBLIC FACILITIES PLAN

The required public facilities necessary to provide adequate service for the proposed land use is discussed in this section. Recommended improvements presented herein were the results of numerous studies and reports prepared by the control agencies and outside consultants. These facilities would require implementation as development occurs in order to guarantee that the high quality of public utilities and services continues to be the standard that Chula Vista enjoys today.

The infrastructure addressed in this element consists of the following facilities:

- Water
- Wastewater
- Drainage and Flood Control
- Solid and Hazardous Waste Control

4.1 WATER DISTRIBUTION NETWORK

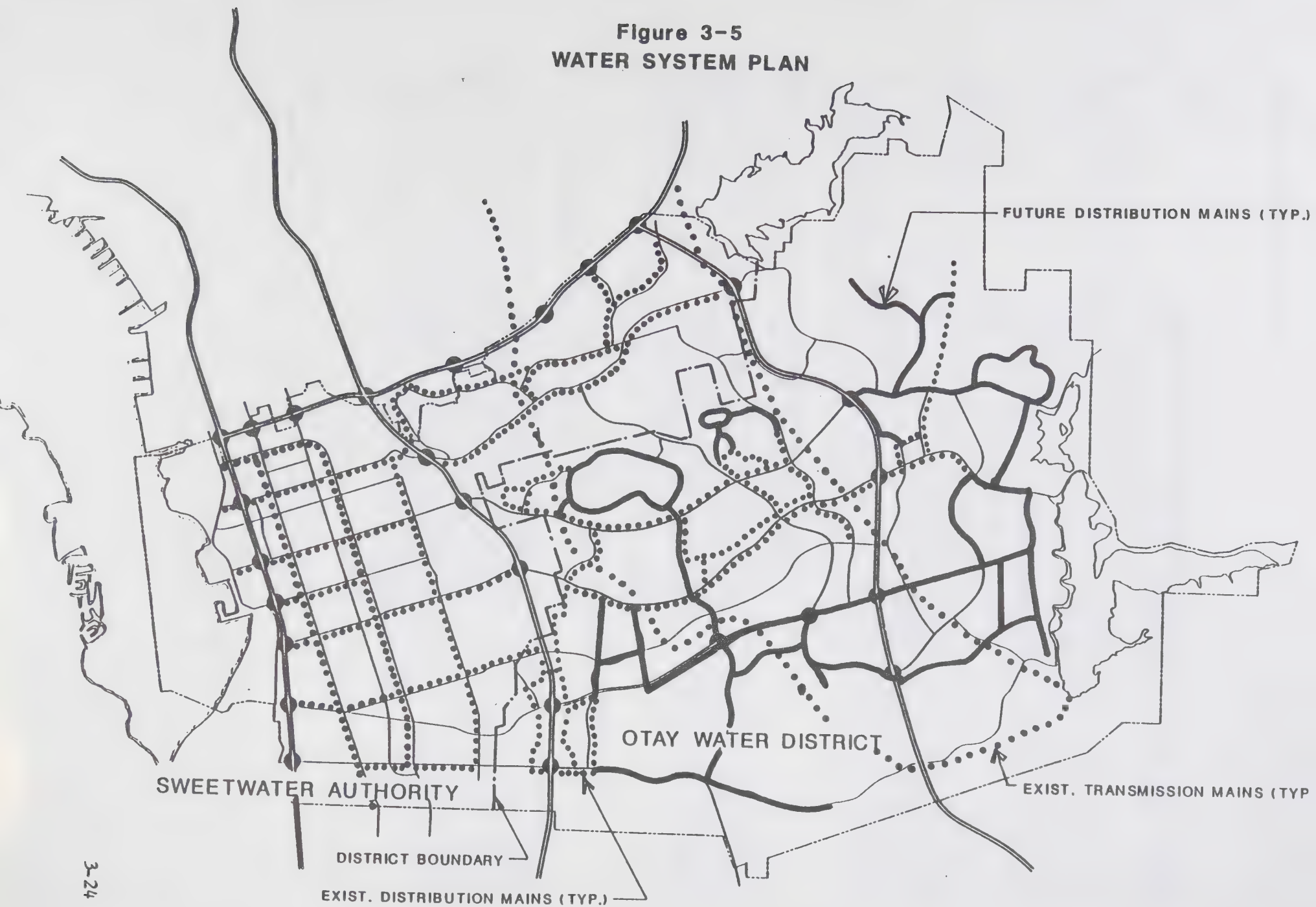
The recommended future system improvements that will be required in order to accommodate the planned growth for the general plan area are shown in Figure 3-5 and are discussed below.

Sweetwater Authority

In 1985, a Water Master Plan Update was prepared which reviewed the adequacy of the total system, including Chula Vista, at buildout conditions. This report used the then current Chula Vista General Plan for plotting the various land use categories for the service area. Based on this data, in conjunction with historic water usage data per land use category, ultimate water demands were projected and hydraulic analyses were performed. The report concluded the following:

- (1) The supply facilities will require expansion to meet future requirements. The supply facilities are defined as the water treatment plant, the raw water pump station to supply the treatment plant, the aqueduct service connection (filtered water) and the local wells. Recommendations include treatment plant expansion to 45.4 mgd (30 mgd currently) and a connection of the Water Authority's raw water aqueduct system to Sweetwater Reservoir for off peak storage.
- (2) A comprehensive study needs to be initiated to review the long term water supply of the Sweetwater Authority.
- (3) The existing water transmission mains will need bolstering for buildout condition. Due to the lack of interconnecting pipelines between National City and Chula Vista, Chula Vista is dependent on a single 36 inch pipeline under the 805 freeway for supply. Should this line fail, stored water in Chula Vista would soon be expended and supply curtailed. The Authority is in the process of implementing a series of interconnections which will help to alleviate this problem.
- (4) Approximately 65 percent of the required ultimate storage volume is presently in place. An additional 18 million gallons of storage will need constructing prior to buildout.
- (5) Numerous pump station expansions will be required in order to meet future system requirements.

Figure 3-5
WATER SYSTEM PLAN



- (6) Within the City of Chula Vista, the existing water distribution system will require only a nominal amount of improvements in order to accommodate buildout.
- (7) Sweetwater's main water supply, the Sweetwater Reservoir, will require improvements in order to protect the water quality from the degradation effects of urban runoff. The Authority is currently in the first phase of implementing a runoff protection system for the reservoir.
- (8) The ongoing cast iron water main replacement program should be continued and the old steel water mains, which are approaching their expected life span, should be added to the program.

It was concluded by the Water Master Plan Update that future master plan updates should be conducted at five year intervals or whenever land use designations are modified.

Otay Water District

In 1987, Otay Water District prepared the Central Area Water Master Plan Update which evaluated the system requirements at buildout conditions. Limited land use data was available for the majority of the service area. However, conservative land use assumptions were used in conjunction with specific plan development proposals for definitive projects such as El Rancho del Rey and Eastlake as the basis for future water demand projections. The land use data used in that report differs from the general plan designations particularly in the easterly and southerly areas of the service area. The system evaluation prepared by an outside consultant, subsequent to the Otay report, used the general plan land use information and resulted in conclusions and recommendations very similar to the Otay report. The following presents the required future system improvements based on the previous analyses:

- (1) The projected ultimate average daily water demand for the general plan service area within the Otay Water District is 45.5 mgd.
- (2) The water supply connections to the SDCWA aqueduct system should be adequate for ultimate conditions although they will require further analysis at a later date as water demands on the aqueduct system increase.
- (3) Numerous water transmission and distribution pipelines will be required in the future to provide adequate service.

These generally fall into two categories including 1) paralleling existing lines and 2) installing new lines into areas that previously had none.

- (4) Approximately 70 percent of the required operational storage is presently in place. An additional 14 million gallons of storage will require construction prior to build-out.
- (5) The service area is seriously deficient of emergency storage in the event of an aqueduct failure. Approximately 163 million gallons of storage will require construction in the future to accommodate anticipated growth. The District is currently pursuing the first phase of this objective.
- (6) The two existing pump stations will require expansion in the future. In addition, a new pump station will need to be built in the highest pressure zone to service the upper elevations.
- (7) The area within the Otay Ranch, east of Medical Center Drive, north of the Otay River, west of Lower Otay Reservoir and south of Telegraph Canyon Road should be served by separate facilities as determined at the time development plans are proposed.
- (8) A comprehensive study needs to be undertaken to review the long term water supply and storage alternatives for the general plan area and San Diego County as a whole.

4.2 WASTEWATER COLLECTION AND DISPOSAL SYSTEM

In 1987, the City retained an outside consultant to evaluate the adequacy of the existing wastewater system for the year 2005 and buildout conditions. The proposed land use information and population densities contained in the general plan were used to estimate future wastewater flows for the city. Based on these flows, each of the major wastewater facilities were examined for deficiencies. In general, the study concluded that a major modification to the existing system was not required at this time. However, the results did indicate that certain additions and improvements to the system would be necessary to accommodate the projected future sewage flows. The recommended major facility improvements are shown on Figure 3-6 and are reviewed below.

Based on that study, the average daily wastewater flow at buildout conditions is estimated to be 29.6 mgd. For the year

Figure 3-6
WASTEWATER SYSTEM PLAN



2005, the projected average daily wastewater flow is approximately 25.0 mgd. The following presents the conclusions and recommendations of the facility analyses based on these flow rates:

- (1) Numerous interceptor and trunk sewer improvements will be required in the future to provide adequate service. The improvements generally fall into two categories including 1) paralleling or replacing existing sewers or 2) installing new lines into areas that previously had none.

The Central Chula Vista and Bayfront planning areas will require the least amount of new lines. The exception in this area would be the southerly portion by the main Street and Faivre Trunk Sewers which will require almost complete paralleling to accommodate future flows. This is largely the result of having to provide transmission capacity for flows generated in the Eastern Territories planning area of Salt Creek, Wolf Canyon and Poggi Canyon.

The Sweetwater planning area will require new sewers in the areas of Proctor Valley and Wild Mans Canyon. The existing sewers east of Interstate 805 generally appear to have adequate capacity for future growth.

The Eastern Territories planning area will require the highest amount of improvements largely resulting from the predominantly undeveloped nature of the area. The majority of the recommended sewers in this area would be categorized as new lines for service areas that previously had none. Drainage basins to be improved include Telegraph Canyon, Poggi Canyon, Wolf Canyon, Salt Creek and the Otay Valley Area.

- (2) Several pump stations will require expansion prior to ultimate flow conditions. In addition, it is likely that new temporary pump stations will be constructed by developers in Eastern Territories planning area as an interim measure for providing wastewater service to areas that currently have no sewer system available. These temporary pump stations should be avoided when reasonably feasible and should be taken out of service as quickly as gravity service becomes available to the general area.
- (3) Ground water or storm water infiltration to the sewer system was not seen as being a significant problem during the study period. However, the winter of 1987 was below average in rainfall (11.6 inches as compared to the eleven

year average of 16.0 inches) and as such the results were considered non-conclusive. Infiltration should be further analyzed in subsequent studies during periods of normal or above normal rainfall conditions to properly evaluate this potential. The low lying areas of the Sweetwater River Valley and Otay River Valley should particularly receive close scrutiny.

- (4) The City of Chula Vista has adequate capacity rights in the City of San Diego Metro Sewer System to accommodate future growth. With a present total flow to Metro of about 12.0 mgd and contract capacity of 19.1 mgd, 7.1 mgd is currently available for future development. However, Chula Vista will require additional treatment capacity in order to accommodate the ultimate buildout flow rate of 29.6 mgd.

The City of San Diego's Metro Sewer System is currently undergoing major changes. The Environmental Protection Agency (EPA) has mandated that San Diego convert their existing advanced primary treatment facility at Point Loma to secondary treatment. The net effect of this conversion is a significant reduction in that plant's treatment capacity. With that reduction and without other system changes, it is likely that San Diego would not be able to handle their contract flow rates from the member agencies including Chula Vista.

With this in mind, San Diego is in the planning process of upgrading the overall Metro System which includes interceptors, pump stations and new treatment plants. Chula Vista is an active member of this planning process to guarantee that their best interests are being addressed.

Chula Vista has several options available to them for obtaining the necessary future treatment capacity. They can continue to contract with San Diego for capacity in Metro, as they have in the recent past, including increasing the contract capacity to accommodate the anticipated future flows. The required Metro upgrades which will come out of the planning process are likely to be quite expensive. These costs will be passed on, in part, to the member agencies which will increase the cost of treatment to Chula Vista. Although no definitive numbers are available at this time, it is thought that the cost San Diego would have to charge member agencies for treatment could be between three to four times as great as it is now.

Another option available to Chula Vista for obtaining the required treatment capacity would be to construct their own treatment facility. Although this alternative would have many obstacles in its way prior to being implemented such as environmental considerations, land availability, and general acceptance by the Chula Vista citizenry, it may prove to be the most cost effective method of wastewater treatment and disposal available to Chula Vista.

Still another available alternative would be a blend of both above alternatives where Chula Vista would treat a portion of their wastewater and divert the other part to Metro. Due to the uncertainty with respect to the outcome of the Metro planning process, no reasonable decision can be made at this time for directing Chula Vista's future preferred method of treatment and disposal. This will be evaluated in greater detail in an upcoming study presently authorized by the City.

- (5) Reclamation should be reviewed in significant detail during the upcoming study already authorized by the City. Although reclamation did not appear to be cost effective during the most recent study, this conclusion could be significantly affected by the outcome of the ongoing Metro planning process.

If Chula Vista were to construct their own treatment plant or the City of San Diego's new plant were to be located in closer proximity to Chula Vista, the cost to provide reclamation facilities would be reduced. Presently there appears to be about 0.35 mgd worth of demand for reclaimed water within Chula Vista including green belt areas, freeway landscaping and others. At ultimate this demand could be in excess of 1.0 mgd for similar areas in newly developed portions of the general plan area.

Conversely, if the use of reclaimed water was mandated by the City for developments that could use it in an effort to lower the drinking water demand, reclamation would not have to be completely cost effective to be implemented. With the scarcity of water in Southern California, many agencies are approaching reclamation from this standpoint. Chula Vista is currently reviewing their reclamation opportunities and long range planning.

4.3 DRAINAGE AND FLOOD CONTROL SYSTEM

In 1987, the City retained an outside consultant to evaluate the adequacy of the existing drainage and flood control facilities at the General Plan build out conditions. The proposed land use information contained in the General Plan was used to estimate future runoff volumes based on the 100-year flood conditions. Based on these estimates, each of the major basin and sub-basin drainage and flood control facilities were examined for deficiencies. The level of effort expended in these analyses was not intended to produce a comprehensive master plan, but to provide the initial studies leading into a detailed master plan which Chula Vista has subsequently authorized. The results of the initial study were sufficiently detailed to provide specific proposed improvements as to the required hydraulic capacities, facility sizing and location and overall system configuration.

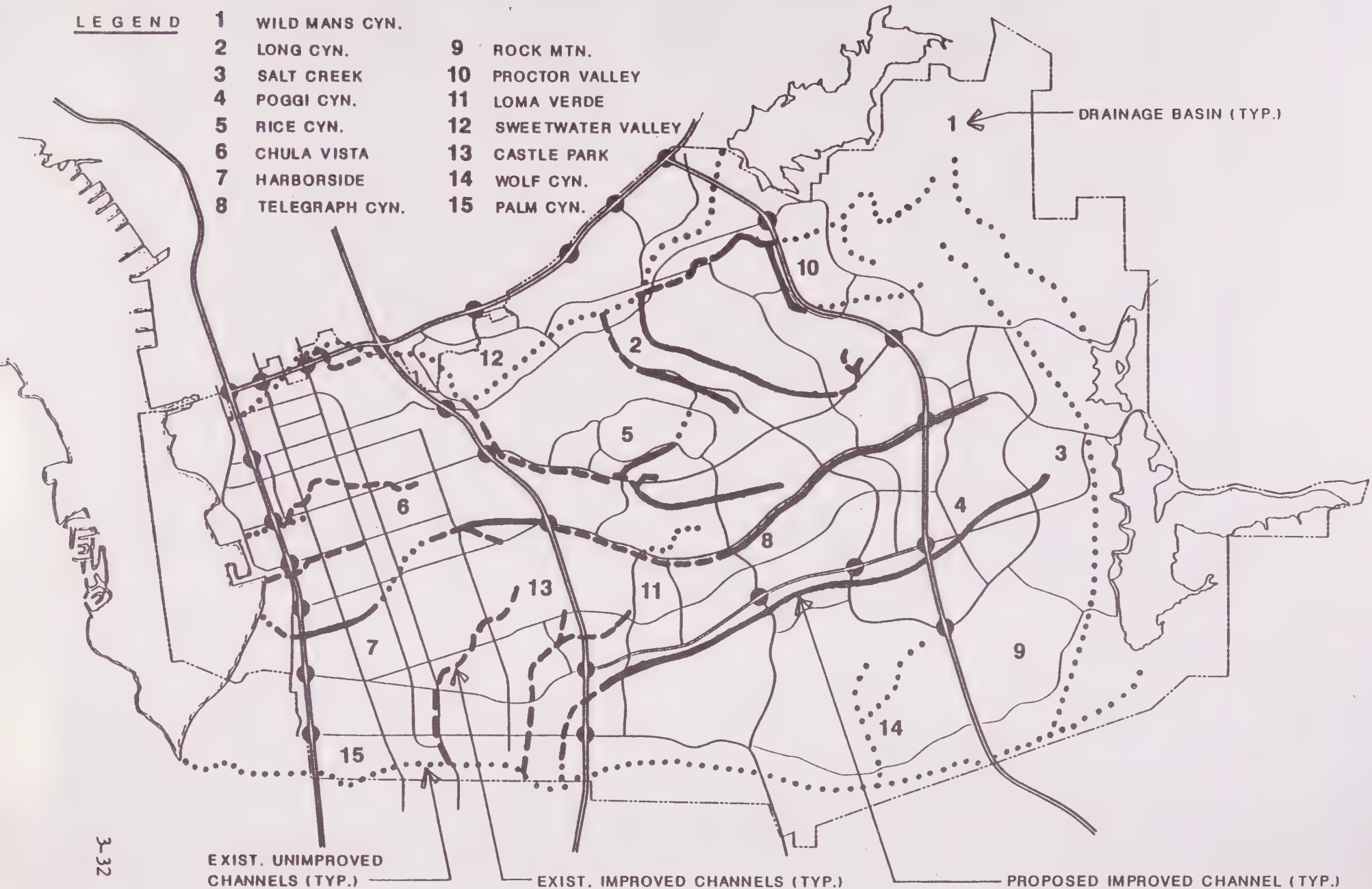
In general, the study concluded that a major modification to the existing system configuration was not required. However, the results did indicate that certain additions and improvements to the system would be necessary to accommodate the 100-year flood conditions (shown in Figure 3-7). The proposed improvements fall into two general categories including 1) drainage and flood control facility design criteria for use in guiding developer improvements and 2) specific basin improvements. The proposed design criteria and overall system philosophy included the following:

- (1) **Hydrology.** The City should use a 100-year return frequency storm as a basis of design. This is because the 100-year event is the accepted standard for most municipalities for new development, the Federal Emergency Management Agency, the California Coastal Commission, the County of San Diego and most other State and Federal agencies.
- (2) **Sediment Control and Grading.** The City of Chula Vista has no standard for sediment control. Consideration should be given to instituting requirements for sediment control, especially since Chula Vista is experiencing a significant amount of new development. Much of this development is taking place in the upper canyon areas. These areas have a high potential for large volumes of sediment. If there is no control over the sediment, it is likely that problems will result in the lower canyon areas as the sediment falls out and reduces cross-sectional areas of culverts and channels.
- (3) **Detention Basins.** Chula Vista is somewhat constrained by the existing storm drainage facilities in the lower canyons

Figure 3-7
DRAINAGE AND FLOOD CONTROL PLAN

LEGEND

- | | | | |
|---|----------------|----|-------------------|
| 1 | WILD MANS CYN. | 9 | ROCK MTN. |
| 2 | LONG CYN. | 10 | PROCTOR VALLEY |
| 3 | SALT CREEK | 11 | LOMA VERDE |
| 4 | POGGI CYN. | 12 | SWEETWATER VALLEY |
| 5 | RICE CYN. | 13 | CASTLE PARK |
| 6 | CHULA VISTA | 14 | WOLF CYN. |
| 7 | HARBORSIDE | 15 | PALM CYN. |
| 8 | TELEGRAPH CYN. | | |



and in the metropolitan area. Some of these facilities were adequate for the initial development phases, but as the upstream areas of the drainage basins have developed there has been an increased load on the facilities. Because of the cost and difficulty in increasing the capacity of the existing drainage facilities, use of detention basins as an alternative means for flood control should be considered. This should be determined on a case by case basis. These detention basins can be constructed within the newly developing areas and serve to detain the runoff peaks long enough to reduce the load on the downstream channels and storm drains.

- (4) **Hydraulics.** The existing City criteria establishes minimum criteria for both open channels and closed conduits. This criteria is consistent with similar requirements throughout San Diego County and so no changes are proposed.

The following presents the proposed general drainage and flood control improvements for the thirteen basins within the Chula Vista General Plan Area:

- (5) **Central Area and Judson Basins.** For basins with peak storm flows approximately equal to those in the Fogg Report, no new recommendations are made. recommendations included in the Fogg Report are considered still valid, especially for the Central area and Judson basins. This includes channel lining, culvert installation and other general improvements.
- (6) **Telegraph and Poggi Canyon Basins.** These two basins will experience the highest level of new development based on general plan. Both canyons have severely limited downstream capacities and will require significant improvements. For the most part, the downstream capacities of the canyons are limited by the culverts and to a lesser, but still significant extent, channel conditions. The options considered in the improvement of the channel conditions were cleaning and maintaining the natural channels, lining the channels with rock riprap or lining the channels with concrete. The proposed channel improvements for this basin were a combination of all three.

The options used for increasing culvert capacity included larger box culverts and bridge structures. The bridge structure resulted in a more cost effective solution for increasing the capacity at crossing structures.

- (7) **Salt Creek Basin.** Salt Creek Basin and Use development is proposed to occur around the perimeter of the basin, with a large open area in the center. This open space would incorporate the existing drainage path of the Salt Creek Basin. The proposed improvements for this basin include requiring the developers to detain excess flows so that the peak runoff and velocities do not exceed existing conditions. This would allow the existing, natural channel to remain unchanged. Miscellaneous culverts and channel outlets would be required.
- (8) **All Remaining Basins.** For remaining basins including Palm Road Basin, Sunnyside Basin, Wolf Canyon Basin, Rice Canyon Basin, Glenn Abbey Basin, Otay Lakes Road Basin, Long Canyon Basin and Harborside Basin, proposed improvements included detention basins, culverts, bridge structures, grade control structures and lined channels.

The City should prepare a comprehensive master plan to assist Chula Vista in guiding the orderly and cost effective development of overall system up to the year 2005 and beyond. Chula Vista is currently proceeding with this recommendation.

4.4 SOLID AND HAZARDOUS WASTE COLLECTION AND DISPOSAL SYSTEM

In 1987, Chula Vista retained an outside consultant to evaluate the solid and hazardous waste control requirements for the general plan area. Future waste projections for the planning area were developed based on the general plan land use information and appropriate waste generation factors. The results indicated that Chula Vista's needs are being well planned for although there exists a few long range shortcomings. The conclusions and recommendations of that study are presented below.

Solid waste collection by the private agencies is currently being handled satisfactorily. Each company has the ability and inclination to expand their operations to meet the solid waste needs of the general plan area at 2005 or at buildout. It is estimated that in excess of 400,000 tons per year of solid waste could be generated within the planning area by the year 2005. Expansion of these operations will impact the roads and highways within the planning area which is discussed in the Circulation Element of the general plan.

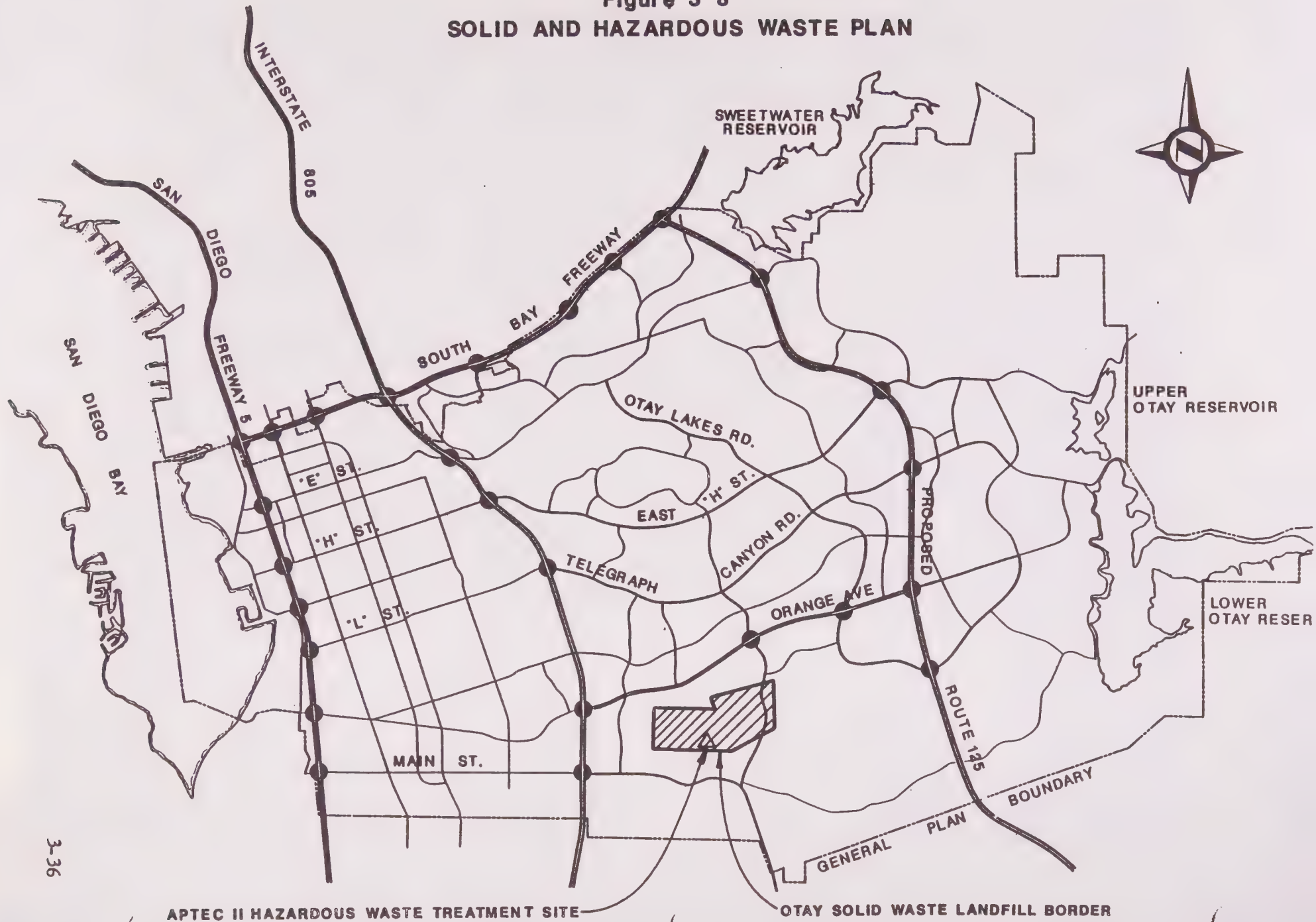
Solid Waste disposal by the County of San Diego for the general plan area presents no immediate problem. However, long range solid waste control planning for Chula Vista and the overall

County is less defined. The Regional Solid Waste Management Plan (RSWMP) was recently revised (1986), and the revised version evaluates seven waste generation/disposal scenarios. The worst-case scenario ("Do Nothing" alternative) indicated that there will be no landfills remaining in San Diego County after the year 1998 if no new landfills are added to the region. The most optimistic ("Best Case") scenario indicates closure of all landfills by the year 2011. This scenario assumes extensive volume reduction and recycling projects. It is clear from the scenarios evaluated in the RSWMP that new landfills must be sited in conjunction with developing and using various waste reduction methods to prevent a serious crisis in solid waste management in the next decade. The Department of Public Works is presently engaged in numerous studies to locate landfill sites in the County. The selection process requires much analysis and public input and more will be known within the next five years.

In addition to siting new landfill facilities, waste reduction and recovery projects are underway by San Diego County. The County Board of Supervisors, as the agency responsible for regional solid waste management, has adopted a policy to reduce waste quantities to the landfills and promote alternative disposal methods. The policy establishes that landfilling is the preferred disposal method only for wastes that cannot be recycled or processed and for the residual from processing. This policy promotes the use of alternatives such as resource recovery to produce energy or animal food sources and seeks funding for such projects. The policy also encourages lifestyle changes to reduce per capita waste generation and increase recycling, and it encourages the use of additional volume reduction methods such as shredding. The city is currently applying for a grant to fund a recycling feasibility study.

In summary, it was concluded that the solid waste master planning and long range goals, as administered by San Diego County and updated regularly in the Regional Solid Waste Management Plan, are considered adequate in addressing the future disposal needs of the County (including the Chula Vista sphere of influence). Plans for site enhancement projects at existing landfills, waste volume reduction and waste-to-energy projects, as well as the current studies to locate new landfill sites in the County will benefit the planning area in the future by providing additional landfill capacity. If these plans are implemented, capacity at the Otay Landfill should be adequate for meeting future solid waste demands, and no alternative disposal methods should be required for accommodating the planning area requirements in the next twenty years. Figure 3-8 depicts the current and proposed solid waste disposal site within the general plan area.

Figure 3-8
SOLID AND HAZARDOUS WASTE PLAN



APTEC II HAZARDOUS WASTE TREATMENT SITE

OTAY SOLID WASTE LANDFILL BORDER

Hazardous waste collection and disposal is the responsibility of the generator as was identified previously. Hazardous waste generation for the planning area is centered mainly in the Bayfront and Central Chula Vista areas. Approximately 9,000 tons of hazardous wastes are generated per year in these areas alone. The estimated hazardous waste generation for the remaining communities in the planning area is about 500 tons per year.

Present and future zoning in the planning area could greatly impact the rate of hazardous waste generation for the area. The specific land use designations and acreages for the general plan area are contained in the Land Use Element of the Chula Vista General Plan.

Hazardous waste collection services for the planning area are adequate. However, there are very few disposal facilities available for hazardous wastes in Southern California causing generators to transport their wastes to other areas and states for disposal. This may be a factor in deterring industrial growth in the planning area. There are currently two fully operational hazardous waste (Class I) landfills in California. These are the Kettleman Hills Facility near Kettleman City in Kings County and the Casmalia Resources landfill in Santa Maria, California.

As with municipal landfills, in order to maximize the capacities of these sites, volume reduction activities such as recycling of solvents and incineration should be emphasized. Also, some hazardous wastes can be rendered non-hazardous by chemical treatment and sent to municipal landfills or to the municipal sewer system for disposal. Within the general plan area there exists a hazardous waste storage and transfer facility which treats wastes in this fashion.

Appropriate Technologies II (APTEC II) is a fully permitted hazardous waste treatment facility located within the City boundaries as shown on Figure 3-8. The facility is permitted to receive all hazardous wastes for treatment, with the exception of explosives, radioactive waste and PCB's. The wastes, which are treated on-site, are neutralized in a totally enclosed system. Suspended solids are removed through a settling processing which results in a sewerable water and filter cake material. The water is tested to determine if it meets industrial discharge standards. If so, it is discharged into the City of San Diego sewer system. If not, the treatment continues until it meets all specifications for industrial discharge. The filter cake material is then transported to an

appropriate approved facility. It is imperative that processes such as these be utilized if future hazardous waste disposal needs are to be met.

The proposed expansion of the Kettleman Hills Landfill and the addition of chemical treatment processes (incineration, acid neutralization) will greatly benefit the region's hazardous waste generators. Similar efforts of expansion and addition of state-of-the-art treatment technologies at other hazardous waste facilities will assure adequate treatment and disposal capabilities for accommodating the future demands of the region.

4.5 SECONDARY SCHOOL SYSTEM

The Sweetwater Union High School District has prepared a master plan for the expansion of its facilities. The plan includes the district's population composition, demographic profile, enrollment history and facilities inventory. From this plan, the district establishes student generation factors and development standards for the construction of new schools.

The Sweetwater Union High School District Master Plan is a public document and available for review and/or reproduction at the district offices.

4.6 ELEMENTARY SCHOOL SYSTEM

The Master Plan for the Chula Vista City School District is anticipated for completion in 1989. The plan will include the district's population composition, demographic profile, enrollment history and facilities inventory. Based on this plan, the district will establish student generation factors and project facility needs.

4.7 LIBRARY SYSTEM

The City has prepared a master plan for the Chula Vista Library system. The basic role of the Chula Vista Public Library will continue as a service and cultural center for people, a source of information in the community for purposes of business, social, governmental, practical and enjoyment.

The projected growth of the City will require more library space. The master plan calls for the Central Library to continue to serve the Central Chula Vista and Bayfront areas at its present size. In addition the plan calls for the construction

of two new full service libraries. The first is to be in the Montgomery area to serve the approximately 50,000 existing residents. At the time the new library is constructed one or both of the small neighborhood branches are expected to be closed. The second new library will be in the Sweetwater/Bonita area and will also be a full service facility. This library is planned to be built in two phases as population increases.

The fourth library of the master plan system is a smaller library for the Eastern Territories. This will serve the population of this newly developing area and will be built as is warranted.

The master plan evaluated a total of seven sites in the Montgomery area. With little vacant land available all alternatives to new construction should be thoroughly explored such as renovation of existing buildings. In the Sweetwater area a site has been set aside for a future library and five other sites have been evaluated. An interim library facility for Eastern Territories will be provided in the Eastlake Village Shopping Center when it is constructed. This location is available on a five year rent free basis. The permanent facility is expected to be constructed on a site in Eastlake. The total master planned library system at buildout will include three full service libraries and one library in Eastern Territories that will be sized in accordance with demand.

5. POLICIES AND GUIDELINES

Providing for adequate infrastructure development within the general plan area as it grows, requires the application of certain policies and guidelines. Those policies and guidelines, as contained in this section, will assist the user in interpreting the goals and objectives of Public Facilities Plan which will assure that the quality of life in Chula Vista is maintained or enhanced in future years.

5.1 WATER SUPPLY POLICIES

Water supply for the general plan area comes primarily from two sources: local water derived from precipitation and stored in Sweetwater Reservoir, and imported water transported by the San Diego County Water Authority. Proposed future development and conversion of now vacant land to other uses will place ever-increasing demands on these supplies. Potential limitations on the availability of both supplies highlights the need to combine long-term planning for water supply with long-term planning for community development in Chula Vista.

- (1) The City shall actively participate in the water master planning process by the Otay Water District and Sweetwater Authority. The City shall use the master plans to assist in assigning the highest priorities to projects that will alleviate existing water supply problems such as insufficient transmission capacity or storage.
- (2) Prior to approval of development applications, the City shall determine that there is adequate water to accommodate the demand generated by the proposed development.
- (3) The City shall encourage and monitor water conservation techniques and programs and shall educate the community with respect to the importance of these efforts. This shall include the following:
 - o Mandate the use of water conservation devices in new development including low water use toilets, shower fixture and other amenities.
 - o Promote low water usage landscaping that is drought tolerant.
 - o Mandate the use of reclaimed wastewater for all reasonable applications except in severe hardship cases.
 - o Establish, in concert with the water agencies, a public information program to educate the community concerning water conservation and the use of reclaimed wastewater.
 - o Establish a water conservation monitoring program.
- (4) The city shall strongly encourage the San Diego County Water Authority to make the necessary improvements required to assure adequate water supply to Chula Vista.

5.2 WASTEWATER SERVICE POLICIES

The collection and disposal of wastewater generated within the general plan area will require much study and planning in the future. With the Metro system undergoing significant change coupled with the need to implement an effective reclamation program, the City will be faced with major decisions regarding the ultimate wastewater system configuration. An up-to-date Wastewater Master Plan, administered by the City, will ensure the adequacy of future facilities to meet the demands imposed

by future development. The extension of wastewater service and the availability of capacity will greatly influence how much and where Chula Vista grows.

- (1) The City shall use the Wastewater Master Plan as a guide to the future wastewater collection and treatment facility requirements.
- (2) Proposed facilities shall conform to this general plan's policies for land use, development location and timing.
- (3) Prior to approval of development applications, the City shall determine that there is adequate capacity to accommodate the wastewater generated by the proposed development.
- (4) Costs of improvements which are necessary to serve new development, such as extensions of service and pump facilities, shall be financed by the developer. Facilities shall be constructed to City standards and dedicated to the City. This policy does not preclude the use of assessment districts or similar mechanisms to finance improvements. Existing residents should not have to pay for improvements necessitated only by new development.

However, if existing residents benefit by increasing their property's housing density, they shall be required to participate in the required improvements.

- (5) New development to be served by septic systems in the City and in the County shall be reviewed by the County Health Department to ensure the adequacy of the design, the suitability of the soils to accommodate on-site disposal systems and the protection of nearby surface and groundwater systems. Septic systems shall be permitted only as a last resort if gravity flow to the City's sewer system is not possible and only on parcels at least one acre in size, provided that the City is satisfied that the above criteria are met.
- (6) Actively participate in the Metro expansion planning process and, where appropriate, evaluate reasonable alternatives which will eliminate Chula Vista's dependence on Metro.
- (7) The City shall authorize a feasibility study with respect to implementing a phased reclamation program to promote drinking water conservation. The study should address participating in the Metro reclamation program or establishing an independent program.

5.3 DRAINAGE AND FLOOD CONTROL POLICIES

Collecting and conveying stormwater from present and future developed area is essential to protecting lives and property. Development of the largely undeveloped Eastern Territories could significantly affect the existing downstream drainage and flood control facilities in Central Chula Vista if not properly regulated.

- (1) The City shall use the Drainage and Flood Control Master Plan as a guide to the future stormwater facility development.
- (2) If improvements are necessary to accommodate new development, it shall be the developer's responsibility to bear the costs of such improvements, to construct the facilities to City standards and to dedicate them to the City. As an alternative, the City may establish and the developer shall pay drainage basin fees for financing the required facilities necessary to preclude a negative impact on the downstream facilities.
- (3) Prior to approval of a development application, the City shall determine that there is adequate downstream stormwater drainage capacity to accommodate the runoff generated by future development within the project's drainage basin.
- (4) The City shall mandate the development of on-site detention of stormwater flows such that, where practical, existing downstream structures will not be overloaded.
- (5) The City shall require the development of on-site sediment control as part of each project.
- (6) The City shall discourage disruption of the natural landforms and encourage the maximum use of natural drainageways in new development. Where possible, non-structural flood protection methods, such as natural channels or improved channels which simulate natural channels should be considered as an alternative to constructing concrete channels to protect and stabilize land areas.

5.4 SOLID AND HAZARDOUS WASTE CONTROL POLICIES

The City's solid waste is disposed of in the Otay Landfill located within the general plan area. This site is expected to close in the foreseeable future if waste reduction technologies

are not employed. The City's hazardous waste is presently disposed of outside the general plan area in other parts of California. It is critical that the City continue to participate in and support efforts to extend the life of existing solid waste landfills, locate and develop new landfills, and develop new technologies related to treating and disposing of hazardous wastes.

- (1) The City shall continue to support efforts by the San Diego County Solid Waste Division of Public Works to maintain adequate facilities for solid waste disposal.
- (2) The City shall encourage efforts to recycle waste materials. Small collection facilities should be permitted or provided in commercial and industrial areas, provided adverse circulation, parking and visual impacts can be mitigated.
- (3) Sites for transfer stations, where garbage collected from individual collection routes are transferred into larger trucks for disposal, should be permitted within areas designated for general industrial, provided circulation, visual and noise impacts do not adversely affect adjacent uses.
- (4) The City shall support waste reduction legislation and the County Public Information and Education Program.
- (5) The City shall continue to support efforts by the San Diego County Hazardous Waste Management Division to maintain or establish adequate facilities for hazardous waste and disposal.
- (6) The City shall work with the County to encourage, through community education, a reduction in household hazardous waste generation by promoting safe substitutes and recycling.
- (7) The City shall encourage the safe disposal of household hazardous wastes by working with the County in providing convenient disposal alternatives to the residents of Chula Vista.
- (8) The City shall encourage the development of low hazardous waste-producing industries within the general plan area and shall properly screen and identify new or proposed development that will be using hazardous materials and generating hazardous wastes.

5.5 SCHOOL DEVELOPMENT POLICIES

In 1987, with the passage of Assembly Bill 2926, the State of California declared the issue of new school construction to be of statewide concern. That legislation authorized school districts to collect fees as a prerequisite for residential and commercial/industrial development. Fee collection of up to \$1.50 per square foot of habitable area for residential development and \$0.25 per square foot of new commercial/industrial development was approved. The levy may be increased annually to accommodate inflation if authorized by the State of California State Allocation Board.

Fees collected pursuant to AB 2926 may only be used to provide temporary facilities and/or service the matching funds requirement should the district participate in the Leroy Green Lease-Purchase School Facilities Program.

Additional revenue generating mechanisms, including financing for permanent facilities are:

1. General Obligation Bonds
2. Mello-Roos Community Facilities Districts
3. Certificates of Participation
4. District's share of Redevelopment Funds
5. Sale of Surplus Land
6. Developer fee programs.

All new school related development must be approved by the State of California Office of State Architect prior to construction. To facilitate approval at the state level the school districts use the following criteria:

1. The new senior high schools shall be constructed to accommodate approximately 2,400 students and shall be designed to allow for a four-year curriculum.
2. New junior high/middle schools shall be constructed to accommodate approximately 1,400 students.
3. New elementary schools shall be constructed to accommodate approximately 650 students.

4. A senior high school site shall consist of at least 50 useable acres; a junior high/middle school site; 20 useable acres. The acreages may be reduced to encourage the joint use of community parks where appropriate.
5. A elementary school site shall consist of at least 10 useable acres. The district encourages joint use with parks where appropriate.
6. School sites shall be located in proximity to major arterials, and primary ingress and egress to the site shall be controlled by a signalized intersection.
7. The proposed land uses adjacent to a school site shall be planned in such a manner as to minimize noise impacts and maximize harmonious development between the two uses.
8. To further community development and enhance the quality of life, schools should be centrally located in residential neighborhoods in order to best serve the majority of the student population.
9. School development is subject to the California Environmental Quality Act (CEQA). Therefore, prior to accepting the dedication of a school site, the district will require an examination of the existing environmental conditions (seismology and geology, etc.) to determine its adequacy.

5.6 LIBRARY DEVELOPMENT POLICIES

In order to serve the public in the most effective and efficient manner the selection of new library sites should be based on the following criteria:

1. Proximity to Community Activity Centers or neighborhood retail centers.
2. High visibility from the streets providing access.
3. Primary ingress and egress to the site controlled by a signalized intersection or other adequate vehicular control.
4. Compatibility with the surrounding neighborhood character.

5. Minimum displacement of existing residents and businesses.
6. Minimum costs.

In addition, site should be of sufficient size, shape and topography to provide for the development of a library facility that will meet the following criteria:

1. One level structure of the required size to meet the service standards.
2. Public and staff parking in accordance with City standards.
3. Adequate allowances for landscaping and building setbacks requirements.

The planning and design for the library buildings should be in accordance with the following guidelines.

1. Library space of .5 to .7 gross square feet per resident.
2. Three books per capita, plus spoken word audio cassettes, video cassettes and compact discs.

6. REFERENCES

The following reports and studies were used in the preparation of the Public Facilities Element:

1. P&D Technologies. Chula Vista General Plan, Land Use Element.
2. Otay Water District. Central Area Water Master Plan Update. March 1987.
3. Sweetwater Authority. Water Master Plan Update. November 1985.
4. Engineering-Science, Inc. Water Feasibility Study. May 1987.
5. Engineering-Science, Inc. Wastewater Feasibility Study. May 1987.

6. San Diego County Water Authority. Water Market Assessment. September 1988.
7. Lawrence, Fogg, Florer and Smith. Drainage Master Plan Report. 1964.
8. Leedshill-Herkenhoff, Inc. Drainage and Flood Control Summary Report. August 1987.
9. County of San Diego, Division of Solid Waste. Regional Solid Waste Management Plan. 1986.
10. Engineering-Science, Inc. Solid and Hazardous Waste Control Feasibility Study. May 1987.
11. County of San Diego, Division of Hazardous Waste. Hazardous Waste Management Plan. March 1988.



4. HOUSING

CITY OF CHULA VISTA

HOUSING ELEMENT OF 1991



CHULA VISTA GENERAL PLAN
DECEMBER 1991

CITY OF CHULA VISTA

GENERAL PLAN

HOUSING ELEMENT OF 1991

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William C. Tuchescher II, Commissioner

Approved by the Planning Commission on February 26, 1992, under Resolution GPA-90-09

Adopted by the City Council on March 3, 1992, under Resolution No. 16532.

This Element amends the Chula Vista Housing Element of 1986.

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PREFACE

The principal of American freedom is rooted in the proposition that government exists for the purpose of enhancing and protecting the natural and fundamental rights of human beings. One such fundamental right is the access to suitable housing opportunities in decent neighborhoods. The good society has the obligation to create the conditions under which these rights are protected, and individuals can grow and work for a fuller life. In this respect, a free society is not just a nation of laws, it is an idea with a noble purpose. It seeks to create an environment for humanity's most enduring aspirations including prosperity, sacrifice, idealism and beauty.

PUBLIC PARTICIPATION - THE MAYOR'S BLUE RIBBON HOUSING ELEMENT COMMITTEE

As an important and integral component of developing a successful Housing Element, and as required by State law, the City has always sought public comment and input toward formulation of Housing Element updates. The Update of 1991 is no exception, and actually represents a different and broader based approach to that participation.

Given the significant changes in the housing environment and growth of the affordability gap since the Element of 1986, new efforts and solutions employing increased coordination and cooperation among those involved in housing provision are needed to ensure adequate affordable housing opportunities. In response, the City felt it important to bring those segments of the community ultimately involved in housing provision (development, finance, social service, and government) together to assist in development of the 1991 Update. In this way, the setting for continued coordination is established, and the unique perspectives of these "partners" could be utilized in focusing housing assistance priorities, and in developing the proposed solutions and strategies embodied in Part 3.

To facilitate this participation, the Mayor appointed a broad-base "Blue Ribbon Housing Element Committee" consisting of nine regular members and three alternates. The nine regular members consisted of the public (1), City Planning Commission (1), development community (3), realty community/Chamber of Commerce (1), public housing authority (1), non-profit housing and finance (1), and the local social service community (1). Assistance was provided by staff from the City Planning and Community Development Departments. The Committee met in a series of eleven workshops which reviewed the main points of each section in the Draft Element Update. They provided evaluation and input regarding past performance and needs assessments, and then made recommendations which were used to formulate the 1991-96 Comprehensive Housing Plan. Their input was invaluable in developing the Plan's structure of twelve (12) objectives, each with a set of implementing policies and program proposals.

INTRODUCTION

Overview

As we move into the 1990's housing continues to be an area of great importance and challenge for the City of Chula Vista. The Housing Element, as a State required component of the City's General Plan, provides citizens and public officials with an understanding of the housing needs of their community and the responses necessary to fulfill them.

The Chula Vista Housing Element of 1991 embodies a comprehensive analysis and update of basic housing data and growth projections, as well as a refinement of the policies and programs of the previously adopted Housing Element of 1986. The revisions incorporate the most current data and information that are readily available regarding population, socio-economic characteristics, housing and land use inventories, financial availability, and new program approaches utilizing various subsidies and public/private financing. The purpose of the Housing Element Update of 1991 is the improvement of the City's housing efforts, and the increasing of its responsiveness to changing local and regional housing needs.

The Element's comprehensive analyses form the basis from which Chula Vista has developed goals, objectives, and action plans to address housing needs. By striving to accomplish these objectives to provide suitable, fair, and affordable housing opportunities for all segments of the population, the City will strengthen the economic and social vitality of the entire community.

Organization of the Element Update

In order to provide a logical and thorough analysis in formulating an appropriate plan of actions which respond to housing conditions and needs anticipated during the 1991-96 planning period, the Chula Vista Housing Element Update of 1991 is divided into three parts:

Part 1: Review of the Housing Element of 1986 - Outlines and quantifies

housing production since 1985, and describes how the City has responded to both the anticipated and urgent needs of its growing population. Various affordable housing accomplishments are compared against the stated goals of the 1986 Housing Element, and a summary of performance successes and shortfalls is presented in establishing indicators for development of the 1991-96 comprehensive plan embodied in Part 3.

Part 2: Needs, Resources, and Constraints - Based on various socio-economic conditions, projects what housing needs are anticipated during the 1991-96 planning period, and evaluates the capacity of the existing housing supply, and Chula Vista's land inventory to provide all income groups with decent housing opportunities.

Part 3: Comprehensive Housing Plan - 1991 to 1996 - In concert with revised housing needs data, growth projections, and performance indicators established in Parts 1 and 2, defines goals, objectives, policies, and programs designed to increase Chula Vista's effectiveness in providing for housing needs during the coming planning period.

**HOUSING ELEMENT OF 1991
GENERAL PLAN OF THE
CITY OF CHULA VISTA**

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PART 1 - REVIEW OF THE HOUSING ELEMENT OF 1986

I. INTRODUCTION

In relation to other Elements of Chula Vista's General Plan, the Housing Element is somewhat unique in that while it envisions long range community goals characteristic of general plans, its comprehensive directives for meeting the housing needs of all economic segments of Chula Vista's population must also be responsive to varying socio-economic conditions continually influenced by factors both internal and external to the San Diego region. In recognition of this, the Housing Element Law, Article 10.6 Section 65580 (et seq) of the California Government Code, requires that each city review and update previous housing policies and programs regarding their effectiveness in achieving stated goals and objectives. This law requires such a review at least every 5 years in order to make necessary changes in policies and programs responsive to changing local housing needs and conditions. The last local review was conducted in 1986.

The following section of the Housing Element Update of 1991 reviews achievements during the 1986-1991 planning period, and also recaps the accomplishments of pre-1985 housing activity.

A. POLICY AND GOAL IMPLEMENTATION

Under the direction of the City Council, Chula Vista has, in accordance with Part 2 of the Housing Element of 1986, substantially undertaken the task of providing adequate and affordable housing opportunities for all segments of its population, including necessary public facilities and services to accommodate said housing. During the 1986-1991 planning period, as illustrated in the following pages, the City successfully endeavored to attain its goals to meet identified needs through provision of new construction in well-planned decent neighborhoods, as well as through systematic renewal, rehabilitation, conservation, and improvement of housing within the Planning Area. These efforts included substantial involvement of the private sector.

As indicated in Table 1, Chula Vista has consistently provided a variety of new housing opportunities, both single and multiple family, in seeking to achieve a truly "balanced community". Since 1985, the City has built an average of 1400+ housing units per year, with at least 50% of these in varying densities of multi-family construction. In this effort to broaden resident's choice of housing types and neighborhoods, the City has approved several large master-planned residential communities each offering a wide range of residential densities, commercial services/employment, industrial employment, and recreational opportunities in a coordinated living environment. Examples would include the EastLake, Rancho Del Rey, and Sunbow developments. In order to ensure economic integration, the City's Affordable Housing Policy requires these and other developments over 50 units to provide a minimum of 10% of the units to low and moderate-income households.

In accommodating the residential growth indicated in Table 1, a variety of accomplishments were made toward ensuring provision of adequate public facilities, and toward protection of residents "quality-of-life". In November 1987 the City adopted growth management "Threshold Standards" which established performance criteria for provision of 11 vital public facilities and services such as traffic, parks, schools, sewer, water, drainage, police, and fire service. In July 1989, the City completed a comprehensive update of the General Plan which included major revisions to several key infrastructural master plans such as circulation, wastewater, and drainage. The General Plan update also incorporated a new Growth Management Element which set forth goals, objectives and policies related to protection of residents "quality-of-life" consistent with the intent of the Threshold Standards. In April 1991, the Growth Management Program was adopted to serve as an implementing tool, providing guidelines for relating project level development phasing to facilities master plans, and establishing requirements for facilities guarantees at the various stages of project planning and review. A principal intent of the above noted actions was to address needed infrastructure and services in a pre-planning manner so as to avoid inadequacies which would result in growth limiting constraints.

In addition to those measures, which are primarily aimed at development of vacant land in the City's eastern area, the City continued to prepare short and long term Capital Improvement Programs (CIP) for the expansion of public facilities to support infill housing capacity in the developed western area. Those CIP's encompass a variety of major circulation, drainage and sewer improvements, with an average annual budget of approximately \$15 million supported from a variety of state, federal, and local funding sources. Specific infrastructural and other funding assistance on individual projects is indicated in the Program Descriptions section starting on page I-6.

Along with the CIP for western Chula Vista, the City also supported the construction of substantial infrastructure in the developing eastern area through the use of all the following mechanisms; development agreements, reimbursement agreements, bonding, assessment districts, and community facilities districts such as Mello-Roos for schools.

Continued commitment to the timely provision of adequate public facilities and services to support sufficient residential development for the new planning period is further discussed with the Land Use/Resource Inventory on page II-28, and supported under Objective 12 of the 1991-96 Action Plan on page III-34.

TABLE 1
HOUSING UNIT CHANGE BY TYPE
ACCORDING TO STATE DEFINED CATEGORIES
1980 TO 1990

<u>Year</u>	Single Family <u>SFD</u>	<u>SFA</u>	Multiple Family <u>2-4</u>	<u>5+</u>	<u>Totals</u>
1980	35		6	180	221
1981	99		15	382	496
1982	42	36	14	37	129
1983	16		74	188	278
1984	291	142	18	70	521
1985	490	207	10	845	1552
1986	518	29	17	556	1120
1987	1077	195	200	1018	2490
1988	382	43	24	380	829
1989	599		147	575	1321
1990	590	17	133	812	1552
TOTALS	4139	669	658	5043	10,509

B. SUMMARY OF AFFORDABLE HOUSING BUILT PRIOR TO 1985

In order to provide reference to the "at-risk" housing analysis presented in Part 2, the following pre-1985 new construction activity overview is also provided:

Affordable Housing - New Construction

Unit Total to Date:		1,950
Units Prior to 1985:	728	
Elderly:		
HUD Section 202	100	
HUD Section 236	186	
(Non-Profit Owner)		
City Density Bonus	32	
Family:		
HUD Section 236	386	
(4 projects)		
HUD Public Housing	24	
(Melrose)		

II. AFFORDABLE HOUSING PRODUCTION FOR 1985-1990

Chula Vista has demonstrated that affordable housing can be developed through local directives and private sector incentives. The City produced 1,242 units of affordable housing during the 1985-1990 planning period exclusive of Section 8, rental housing assistance, and mobilehome conversions to low and moderate-income households. Ninety-three percent of this new construction affordable housing production was developed by the private sector, with limited cash involvement by the City through the Redevelopment Housing Fund and tax-exempt bond revenue. More affordable housing was actually produced by the City's density bonus program in new construction (32%) than through any other program during this period. This program requires no actual cash commitment from any public funds.

<u>Units During 1985-1990:</u>	<u>1,242</u>
HUD Elderly Public Housing	59
Elderly Density Bonus	374
Affordable Housing Policy	275
Family Density Bonus	16
Multi-Family Bond Sale	121
Redevelopment Housing Fund	197
Navy Housing	200

In addition to the new construction units made affordable to low and moderate-income households during the past planning period, the City also provided: a) rental housing assistance through HUD Section 8; b) mobilehome conversions to low-income rentals and ownership; and c) rehabilitation loans for owners and rental housing.

1. Section 8 Rental Housing Assistance

	<u>Elderly</u>	<u>Family</u>	<u>Total</u>
Pre-1980	144	220	364
1980-85	101	117	218
1985-90	184 (33%)	366 (66%)	550

Source: SANDAG Revised Housing Needs Performance Report 10/90. Program activity implemented since 1/1/90 will be tabulated in the next Element review.

2. Mobilehome Conversions

In 1987, Chula Vista assisted a total of 55 households within the existing Orange Tree Mobilehome Trailer Park. 24 mobilehome spaces were purchased by the City and are being rented to low-income seniors, and 31 low-income senior households were assisted with low interest loans for the purchase of their spaces.

3. Rehabilitation Lending Activity

A total of 250 loans to single family and mobilehome owners were made. In addition to this, ten rental units were rehabilitated using the HUD Rental Rehab Program.

The City has conducted an aggressive marketing program to rehabilitate many homes in the newly annexed area of Montgomery. The City has also maintained a commitment to mobile home park rehabilitation, conversions, and relocation assistance, as well as continuing to expand its involvement in housing related social services, such as homeless shelter referrals, in order to create a well-balanced and comprehensive housing program.

A. SUMMARY OF FINDINGS IN AFFORDABLE HOUSING PRODUCTION

The following is a summary of Housing Program productivity over the 1985-1990 planning period in accordance with quantified objectives:

1. Previous objectives stated the City needed to provide assistance to 740 lower-income households during 1985-1990. During this time period, Chula Vista has provided 1,511 units of new construction, Section 8 rental assistance, and mobilehome conversions to low-income households.
2. Density Bonus production for senior housing in this planning period produced 374 units. The previously set objective of 60 units was greatly exceeded. Although no objectives were set for family housing in the last Element, 16 low-income family units were built.
3. Homeownership opportunities were extended to 53 low-income and 245 moderate-income first-time buyers, and 48 low-income elderly buyers. No specific objectives were previously stated for moderate-income families, and the low-income elderly goal was exceeded by 8 units.
4. A HUD Section 202 senior housing project has remained unfunded pending new appropriations from Congress. The funding approval for this project was delayed in 1989 when the proposed structure was reduced from a 5-story building to a 4-story building. The non-profit sponsor, the Salvation Army, is still pursuing this 75 unit project, for which the City has approved a conditional use permit.
5. Low-Rent Public Housing production exceeded the stated elderly/handicapped objective by 23 units, but did not achieve the family housing objective of 114. There are currently 22 units of large family housing in the construction phase of development (Dorothy Street Site), and another 295 units remaining to be built pending site selection. These units represent the remaining balance of authority to "construct, acquire or develop" 400 low-income housing units approved by the City voters in 1978.
6. The HUD Section 8 deep rental assistance subsidy objectives to assist 455 low-income households were exceeded in three out of the last five years as reported by SANDAG. A total of 550 low-income households were assisted during the planning period with 33% of these units assisting elderly households, and 66% assisting family households.

7. The housing rehabilitation loan programs taken together (Single-family and mobile home) exceeded the stated objective of 200 assisted households by 25% for a total of 250 rehab loans.
8. The Shared Housing referral program also exceeded the number of successful annual matches performed. The annual objective was 60, but over the last five years the actual annual average reached 80 matches per year.
9. The last quantified objective previously identified in the Housing Element was the renter rehab loan program. This program has averaged 2 units a year rather than the 15 per year previously stated. The Community Development Department has since hired new staff to aggressively market this program beginning January 1991.
10. Consideration should be given to the following areas in which substantial activity did not occur during the last five years:
 1. Demonstration projects which reduce building costs, and provide a substantial number of affordable units.
 2. Modular or factory built housing.
 3. Other experimental infill projects utilizing tailored standards.
 4. Structured annual reviews of Element implementation.
 5. Specific fast track procedures and check lists for the processing of low-income housing projects.
 6. Enforcement of the existing requirement for an "Affirmative Fair Marketing Plan" for projects involving more than 50 units.
 7. Inter-departmental pre-planning conferences regarding affordable housing provision on residential project submittals.

B. PROGRAM DESCRIPTIONS

The following is a more detailed discussion of each program's productivity during the last five years. All guaranteed housing provided either through new construction units or rental assistance will be described first, followed by a discussion of all potential housing production through the City's various regulatory ordinances, policies, and the new Military Housing Project. Following this, the rehabilitation, mobile home, and relocation programs will be discussed, and finally those social services related to housing funded by Community Development Block Grants (CDBG) will be described.

The San Diego Association of Governments (SANDAG) distinguishes between "guaranteed" and "potential" affordable housing units. Guaranteed unit rents are regulated according to an individual tenant's household income. Potential units are given benchmark rents for the entire project which cannot exceed 1/12 of 30% of either 80% (low) or 120% (moderate) of the area median income. The area median changes yearly. These HUD generated figures are supplied to the City through the Housing Authority of San Diego or SANDAG every year. (Median incomes rose significantly in 1990 which will affect the next planning period benchmark rents.)

A list of all projects classified by program along with a project location map (#'s) have been included in this section as reference points to the narrative description. (Assisted housing map locator #'s are inserted throughout the text.) This exhibit is located on page I-31 of this report. All affordable housing projects since 1971 are included in this exhibit because 386 units built prior to 1985 may be at-risk during the next five years. At-risk units are those units owned by private investors who may elect to convert the affordable units to market rate rentals within the next planning period.

B.1 Guaranteed Housing

1. Public Housing

All guaranteed housing units were HUD assisted. Chula Vista produced 59 guaranteed housing units. These units of new construction were funded through HUD Public Housing under a development contract the City has with the San Diego County Housing Authority. The Housing Authority also manages the Section 8 certificate and voucher programs for the City.

On 4/11/78, and pursuant to State Constitution Article 34, Chula Vista voters passed a 400 unit referendum for low-income housing production. Subsequently, in 1978 and 1987 the City of Chula Vista entered contract agreements with the County Housing Authority to develop and manage 123 units within the City limits. Under this authorization, one public housing project was developed within the planning period in 1985; "Town Center" (#27) a 59 unit senior project. Tenants are currently contributing between \$150-200 a month for rent, making these affordable to those earning 50% or less of area median income. This project is extremely popular and currently has a 2 year waiting list.

2. Section 8 Certificates and Vouchers

During the planning period, Existing Section 8 certificates and vouchers assisted over 550 households. HUD officials maintain that Chula Vista has been consistently over-leased in each of the five (5) planning years. Meaning that for every tenant whose eligibility expires, another equally qualified tenant replaces them immediately. Current waiting lists for large family units exceed 2 years.

3. Military Housing

The Navy and a turn-key developer built a 200 unit family housing project called Lofgren Terrace (#13). This project is subsidized and managed by the Navy. Senior enlisted families of class E4-E6 range, with a minimum of two years service, are eligible for units. In this project, the military does not distribute the "Basic Allowance for Quarters" (BAQ) and "Variable Housing Allowance" (VHA). These two bonuses are considered add-ons to family household income, but according to SANDAG's Housing Needs Performance Report, do not disturb the "guaranteed" status of these family units because technically each household is paying 0% of their military income on housing. Currently, there is a 2-3 year waiting list for this and other military family housing, indicating that the value of the Lofgren unit is greater than the \$500-\$600 combined value of the BAQ and VHA in the market place.

B.2 Potential Housing

Chula Vista has produced 963 newly constructed potential housing units in the last five (5) years. This represents about 93% of the new construction affordable housing developed during this period.

The following table categorizes each project by the deepest level of subsidy it received as some projects did receive more than one incentive. Projects produced under the "Affordable Housing Program" usually received no cash or density bonus incentives. Projects receiving both a density bonus and bond financing are discussed under the bond program. The below listed categories follow the State HCD guidelines in order to avoid over or double counting of units.

The units by category of housing are:

Senior Density Bonus	374 units
Affordable Housing Policy	255 units
Family Density Bonus	16 units
Multi-Family Bond Sale	121 units
Redevelopment Housing Fund	197 units
Total:	963 units

1. Senior Density Bonus

In the Chula Vista Senior Density Bonus program 374 units in seven (7) complexes were produced (#'s 3, 4, 6, 14, 17, 23, 24). This represents 30% of the total new construction affordable housing produced during the planning period. Each project is under a separately negotiated Cooperation Agreement, which compels the owners to restrict the rents for 10-25 years under a Conditional Use Permit (CUP) in exchange for significant density bonuses and reduced parking space requirements.

The average rent in these units are \$345 for a studio, \$468 for a one bedroom, and \$630 for a two-bedroom. In some complexes, 40-50% of the tenant rents are also subsidized by Section 8 programs. These subsidies, however, are not mandated as part of the density bonus cooperation agreement and may be terminated by the landlord. Each unit rent must fall within the guidelines of HUD Section 8 Fair Market Rents (FMR) by unit type and household size. The senior density bonus program has out-performed all other programs in the City.

2. Affordable Housing Policy

The Affordable Housing Policy requires developers of projects with more than 50 units to explore Federal and State subsidy programs and other economically feasible means of reducing the price of housing, in providing at least 5% of the units to low-income households, and 5% of

the units to moderate-income households. In reviewing the two development projects "EastLake" and "Beacon Cove" which produced units under this program, two main areas of concern arose: 1) the duration of restrictions are too short, i.e., in the case of "for sale" EastLake properties, no restrictions on the next sale were required, so that these units would not necessarily be affordable after the first-qualified buyer takes title; duration of the rental restrictions is only ten years (refer to Beacon Cove discussion page 12); 2) the affordability range of sales prices and rents appear to be at the high end of the low and moderate-income thresholds as illustrated below.

a. For-Sale Opportunities Under the Affordable Housing Policy

The EastLake development, comprised of several subdivisions totaling 2,384 single-family and condominium units, produced 101 units for low-income buyers, and 139 units for moderate-income buyers. The following discussion analyzes the affordability of the three EastLake tracts which qualified between 1986-1989:

The three tracts of homes which sold over three years during planning period were: Camelot (#5), Villa Martinique (#28) and The Cottages (#9).

In the Camelot project, average sales prices were between \$82,344-\$105,127 for low-income buyers (\$22,880-\$29,360 annual incomes), and \$85,750-\$117,041 for moderate-income buyers (\$23,166-\$44,040 annual income). These units were sold in phases over a three-year period between 1987-1989. The Cottages sold during 1987 for \$107,072 and were affordable to moderate-income households. Finally, Villa Martinique was the most affordable project with sales prices ranging from \$67,778-\$74,061 for low-income households, and \$74,527-\$74,870 for moderate-income households during 1986-1988.

Unlike rental housing, many factors must be combined before a determination can be made about true affordability. In the analysis of for-sale affordability key factors are the terms and conditions of financing (i.e., lending terms and underwriting ratios).

According to performance data provided by the developer, about 36% of the low-income households appear to have qualified for FHA loans which only require 3%-5% down payment. Approximately 40% of the low-income buyers had large (greater than 25%) down payments. While no clear proof was provided by the developer, it could be that many of the buyers with large down payments and low annual incomes were "empty-nester" senior low-income homebuyers. In this way, the City met the stated goal to provide affordable housing to senior home buyers on fixed incomes.

In the total development, 61% of the moderate-income purchasers appeared to use some type of FHA financing or a conventional 95% adjustable rate mortgage (ARM) as evidenced by the very low (< 5%) recorded down payments.

Using Villa Martinique as an example, estimated principal and interest payments for the low-income buyers exceeded the prescribed affordable limits by about 23%, while the average moderate-income principal and interest payments only exceeded the affordable limits by 10% at most. It should be noted, however, that this analysis does not take into account the tax advantages in homeownership or the long-term advantages of equity-building American home owners have long enjoyed in markets such as Southern California with steadily rising appreciation rates.

Additionally, it seems that as long as people continue to have confidence in the potential economic gains of homeownership, they are willing to pay more than 30% of their gross median income for the ability to own a home. For planning purposes, it may be time to develop another method of analysis to gauge homeownership affordability which incorporates tax-incentives and appreciation factors.

b. Rental Housing Under the Affordable Housing Policy

The second affordable housing policy project is Beacon Cove (#1) in which 35 rental units were set-aside out of 177 units for a period of 10 years. Built in 1986, the current restricted rents are \$585 with market rental rates of \$630-650 for a one-bedroom; and \$705 restricted rent with \$750-785 market rate for a two bedroom. The current rents should be restricted to 30%, 1/12 of 80% of the area median (\$37,900). This would mean, that to be truly affordable, a one-person household should pay no more than \$530/month; a two-person household should pay no more than \$606/month; and a four-person household (maximum allowable for a two-bedroom) should pay no more than \$758/month. Using this criteria, some of the tenants may be overpaying per their individual household income level though the project is operating within contract conditions.

Restrictions will continue to be monitored until 1996 at which time the owner may convert this complex to market rate rents.

3. Tax-Exempt Bond Financing

Tax-exempt bond revenues helped finance 608 units of which 20% were set-aside for restricted rents for a minimum of 10 years. Bond revenues were used to provide below market-rate construction and permanent financing in exchange for the following 121 restricted rental units. The two projects include:

	<u>Low Income</u>	<u>Total Units</u>
Eucalyptus	75 units	376
Terra Nova	46 units	232

Built in 1986, current rents at the Eucalyptus project are:

Bedrooms Size:	<u>Single</u>	<u>1/1</u>	<u>2/2</u>
Monthly Rent:	\$420	\$475	\$535

The owner is also restricted from any condo-conversions for 10 years. Vacancy rates fluctuated in the last 4 years but have stabilized at 5% in the total project. There are no vacancies in the affordable unit category.

The second project is Terra Nova. Built in 1985, this 232 unit project has 46 restricted rental units. The current rental schedule is:

Bedroom Size:	<u>1/1</u>	<u>2/2</u>
Restricted Rent:	\$580	\$685
Market Rent:	\$630-635	\$745-755

In review, the restricted rents under the the current bond programs appear to be more affordable than those provided under the "Affordable Housing Program". However, the ten year restriction of rents seems too low given the level of subsidy each developer received (below market interest on permanent financing for the life of the loan).

4. Family Density Bonus

Under this program, Cooperation Agreements are negotiated with each developer to set aside up to 25% of the project's pre-density bonus units for restricted rents in accordance with established contract guidelines for 10-25 years. An annual review of current rent rolls is required. A total of three (3) projects involving 16 affordable units were produced under the family density bonus program. (#'s 11,29,21).

	<u>Restricted Units</u>	<u>Total Units</u>
Fourth Avenue:	9	53
Woodlawn:	6	37
Zuniga:	<u>1</u>	<u>8</u>
Totals:	16	98

The following rent schedules illustrate both the current restricted rents and the market rates for density bonus family projects:

	Restricted Rents/Market Rents		
Bedroom Size:	<u>Studio</u>	<u>1/1</u>	<u>2/1</u>
Fourth Avenue:	\$420/	\$475/585	\$535/705
Woodlawn		/595	/695
Zuniga/Oxford on			/575*
Section 8 Contract			157*/

* The Zuniga project built in 1987 has only one restricted rental out of the eight (8) in the project. Current contract rent is \$575 for a one bedroom, one bath. However, this tenant is assisted by Section 8 and contributes \$157 per month toward the rental payment.

The level of affordability, while within the acceptable contract range, does not effectively meet the needs of those families earning between 50-80% of area median income. It is this groups' needs that the future comprehensive housing programs will address during the next planning period.

B.3 Redevelopment Housing Fund Programs

The Redevelopment Agency was incorporated in 1972. Since then, two Redevelopment Districts have generated tax increment funds which have been used to increase and improve the supply of low and moderate-income housing.

According to the Chula Vista finance records, the following funds were available in the Housing Fund from 1987-1989.

	<u>'87</u>	<u>'88</u>	<u>'89</u>
New Funds:	\$742,890	\$660,242	\$ 595,693
Total:	842,471	987,639	1,110,290

During the planning period, several very different projects have been funded. Following is a detailed description of the programs expanding home ownership opportunities for single family and mobile home owners, landbanking, and finally an equity share deferred loan rental complex. While 50% of the Fund is currently used by the Community Housing Improvement Program (CHIP), the detailed discussion of that program follows under the separate heading of Rehab Programs.

1. Homeownership

a. Brandywine

In addition to the home ownership opportunities offered through the affordable housing policy, between 1988-1989, a unique home-ownership program for qualified first-time home buyers was made available to 126 moderate-income households in a 168 unit condo complex called Brandywine (#2). \$1.6 Million of the Affordable Housing Fund supported this project in the form of a 50/50 loan and grant to Housing Opportunities, Inc. (HOI). HOI is a non-profit, housing corporation that managed the project.

The Housing Fund made a 50/50 combination loan and grant to the non-profit who would market the program to first-time buyers. The program offered to reduce

the principal amount to be financed in each unit by originating a "silent second" purchase money loan which would have been secured by a second Trust Deed payable in 20 years. However, as previously mentioned, the interest rates became so attractive that 75% of the first-time buyers were able to qualify for permanent financing using FHA and/or CHFA loans through Home Federal Bank at very favorable interest rates and terms (8.8%, 30-year fixed rate).

The loan to the Agency was paid in full and that portion of the profits in excess of 10% of the project sales were also returned to the Agency in 1990. The grant portion (\$800,000) was used to write-down the costs of needed project infrastructure.

b. Orange Tree Mobile Home Loans

The Community Development Department loaned \$500,000 to the Orange Tree (#19) Homeowners Association to help existing residents purchase spaces within this mobilehome park. Additionally, in the FY 88/89, the Agency made direct loans in the total amount of \$250,000 from the Fund to another 26 eligible low-income residents to help purchase their spaces. In order to be eligible, borrowers had to be over 62 years of age and low-income (under 80% of area median income). These loans are secured by Deeds of Trust and are due in 2017 or when the property is sold. The Agency will also participate in an equity share of the appreciation of the mobile home property at the time of sale.

The Community Development Department also secured a \$600,000 loan from the State Housing and Community Development Department to help acquire the site for the Homeowner's Association. In addition, \$100,000 from the City Housing Fund helped make the necessary park improvements required by the final subdivision map approval.

2. Landbanking

Lower Sweetwater Site

In 1986, the Redevelopment Agency purchased a 14.5 acre site known as Lower Sweetwater for \$160,000. At the time this site was not committed to a specific use, however, in

1989, St. Vincent de Paul initiated a proposal to build a mobile home relocation park on the site. Since then, the site has been under consideration for this use and is currently awaiting a final EIR determination.

3. Rental Housing New Construction

a. Orange Tree Mobile Home Park

In February 1989, Chula Vista Redevelopment Agency purchased 29 spaces and coaches in Orange Tree mobile home park using \$600,000 as a 25% down payment from the Redevelopment Housing Fund. The balance of the sales price was financed through mortgage loans from the Bank of America. Loan payments are serviced through the rental income from the 24 space rentals.

The park is a senior citizen park, and to qualify for residency at least one resident per trailer must be 62 years of age or older. Orange Tree is predominantly owned by the park residents who have retained a property manager to collect common area maintenance fees and enforce park rules. The Redevelopment Agency has retained the same property manager to collect the rents and manage the remaining 24 rental units it owns in the park. The space rents are \$307/month and include association fees and \$375/month for the one space and trailer available for rent.

The long-term goal of these City-owned spaces is to sell them to low-income senior residents. To date five (5) spaces have been sold with the proceeds deposited back into the Housing Fund.

b. Multi-family Rentals

In 1986, the One Park project (#18) restricted 71 units out of a 94-unit family complex in exchange for an \$850,000 deferred second loan payable in 10 years, or at the time of sale. The Redevelopment Agency will participate in an equity share of the appreciated market value of 4.5% of the property at the time of sale. All of the City's profit share of the proceeds will be deposited into the Redevelopment Housing Fund.

4. Rehab Programs

Chula Vista's rehabilitation program, known as the Community Housing Improvement Program (CHIP) incorporates three elements of assistance in originating single family, mobile home, and rental rehab loans. Together these elements offer low-interest or deferred loans to all

segments of housing in need of repair. Approximately 90% of the loans were originated through the Redevelopment Fund, while the remaining 10% of the funds utilized either CDBG or the HUD Rental Rehab Program.

During the years of 1985 to early 1990, nearly \$4 Million dollars have been loaned to 134 low-income single family homeowners at an average of 27 loans a year. The City has also originated 107 loans and grants totalling over \$155,000 for mobile home rehab. In addition, 10 rental rehab units benefited from the City's two Rental Rehab Programs.

a. Single-Family Rehab Loans

The single family rehab loans include every facet of home repair and remodeling such as roof replacement, kitchen and bath renovation, complete floor-covering, fencing, and outdoor siding. Loans cover the cost of room additions, and in some cases complete new home replacement when the existing home is beyond economical repair. The loan amounts vary but typically are \$27,000-34,000/each. Terms are 5% interest for 15 years or deferred for the life of anyone 62 years of age or older whose income is equal to or under 80% of the median income, payable upon change of ownership and secured by a lien on the property.

Loans made to non-elderly individuals with incomes less than 50% of median income may have their loan payments deferred for two years and secured by a lien on the property. Recertification is mandatory to defer the loan for another two years or placing the owners in a paying status of 5% for 15 years.

b. Mobilehome Owner Rehabilitation Loans

This program provides a grant to eligible mobile home owners of up to \$1,000 to cover the costs of rehabilitation items. Under certain circumstances, this can be increased to \$1,999 by approval of the Trailer CHIP Loan Committee.

The Agency has originated 107 loans and grants over the past five years in excess of \$155,000. The average grant is above \$1,500 and usually is enough to complete the required work. Projects requiring more than \$2,000 worth of work may be eligible for a 5% loan. Deferred loans are not made for mobilehomes and trailers.

Most eligible grantees chose to accept the full grant amount and make up the difference in any additional cost from their own resources. Approximately 70-90% of the mobile home loans were made to elderly households. The remaining loans were made to disabled individuals, of which 2% were minority households.

In the last five years, 3 coach replacement loans were made to owners whose existing coach was beyond repair.

c. Rental Rehab Program

There are two rental rehab loan programs owners can avail themselves of in order to maintain their properties at acceptable levels, and keep rents within the levels required by Section 8 Rental Guidelines.

- (1) The City's own program will originate a loan to cover the full cost of rehabilitation in exchange for a 5% loan payable over 15 years. Annual payments may be estimated at \$8 of debt service to every \$1000.00 borrowed. Rents may be no higher than Section 8 rental guidelines for a period of 10 years.
- (2) In this HUD Rental Rehab Program, the owner applies for a schedule of rehabilitation work. If all the work requested falls within the guidelines established by HUD as to per unit costs, the loan amount (including administrative costs) is matched on a 50/50 basis with HUD funds. The amount of money loaned is a 10 year deferred forgiveness loan in that every year 10% is deducted from the principal amount and at the end of 10 years the owner owes nothing. The owner must agree to continue renting to low-income families for 10 years and must not convert the units to condominiums.

Maximum loan assistance is 50% of the per unit rehab costs to a maximum of \$7,500 per unit for two bedroom units and \$8,500 per unit for a three bedroom unit, but this can be increased 14% by permission from HUD. Eighty percent of the loans were made to rehabilitate two bedroom units. Occupants in 50% of the units had incomes of below 50% of area median.

During the planning period, 8 units were refurbished using HUD rental rehab funds of \$58,611.34. A total of (4) Section 8 vouchers and (4) Section 8 certificates were used in conjunction with this program.

Summary

Overall the combined efforts of single-family, mobile home and rental rehab programs makes this one of the strongest performing elements of the City's housing programs. This program targets properties with substandard conditions which warrant structural repair loans. The residents of the rehabilitated units are predominantly (70%) occupied by lower income people (incomes below 80% of median). Either by direct lending or through Section 8 rental subsidies low-income household are receiving direct benefits from these efforts.

Loan Screening and Evaluation

All proposed loans are screened and evaluated by the City staffed CHIP loan committee. Approved loans are then referred to the Bank of America for loan processing. Mobile home park loans are screened by a committee of mobile home park residents and are processed through the Bank of America as well.

5. Mobilehome Programs

The City has made a deep commitment to mobile home park issues with its ordinances regarding mobilehome relocation assistance, rent arbitration, mobilehome assistance program, and mobile home rehab loans (previously discussed). Each program adds an important component to the overall assistance made to low-income mobile home park residents.

Mobile Home Park Relocation Ordinances

Under the Mobile Home Park Relocation Ordinance, park owners are required to submit a relocation assistance plan with the Community Development Department prior to any park conversion/closure being approved. During the planning period, one park closure occurred at Al's Trailer Haven. This park owner went beyond the requirements of the ordinance and assisted all tenants who requested assistance regardless of their income or the length of time the tenants had resided

in the park. This owner rented space in other parks and held them open until his former tenants had an opportunity to move the trailers into the new space.

All relocation costs were borne by the park owner who also offered to buy tenant trailer and mobile homes at negotiated rates. A total of 49 units were assisted in this park closure (3/31/89). Total costs of relocation assistance were all privately financed.

Rent Arbitration Ordinance

This ordinance outlines the procedures by which a mobile home park owner may raise space rents in their parks. A fund was set-up, initially with a \$4,000.00 grant from an association of mobile home park owners, who wished to better coordinate and organize rental increase disputes.

Notice requirements for regular rent increases up to the current annual rate of the Consumer Price Index (CPI) prevail. That is, if the space rent is a month to month tenancy, a 60-day notice is required. However, if the landlord wishes to raise the rents above the current annual CPI a copy of the proposed rent increase must be sent to the Housing Coordinator of the City. This specially worded notice (see ordinance addenda) must be reviewed by the coordinator and then given to the park residents. Notice is hereby given to all affected lower income residents (those whose incomes fall between \$13,000 - \$15,000 per year) that they may be eligible for monetary assistance to defray part of the cost of arbitration in the event the residents dispute the increase. As a result, the City's Housing Coordinator is responsible for monitoring compliance and managing the arbitration process of any disputed rent increases.

Bayscene

In 1987, the residents of Bayscene Mobile Home Park were given a rent increase above the applicable CPI increase. At the time, the City's Ordinance provided a mechanism for the residents to request mediation by a third party. When mediation failed, the City enacted a Binding Arbitration Ordinance.

In the interim period, specifically in February of 1989, the park was sold. Both owners were involved in the arbitration process. In July of 1990, the arbitrator made an award in favor of the claimants, the Bayscene resident negotiators. The award only covered the period in which the original owners were the owners. As a result, thousands of dollars in excess of increases in the CPI have been collected by the new owner which still need to be addressed. If the new owner is required to correct the error, he would have to refund over-charged rents and a rent roll-back to those residents on month-to-month tenancies.

A major misconception has existed in that the residents believed the Ordinance was designed to avoid attorney fees, court costs, etc. and would be timely. This has not been the case. Having exhausted the arbitration remedy, the residents have since retained an attorney to bring this case to a final resolution.

Mobilehome Assistance Program

In June 1986, the Redevelopment Agency of the City of Chula Vista ("Agency") approved a program of assistance for the residents of Orange Tree Mobilehome Park in response to their specific requirements and also to provide a guide to evaluate future requests. While the actual assistance provided to Orange Tree is discussed under projects funded by the Redevelopment Housing Fund, the program provides loans to assist eligible mobilehome park residents to purchase their mobilehome parks, convert parks to resident ownership and reduce the costs of mobilehome park ownership to an affordable level for eligible buyers. The intent of this program is to preserve a low-income housing option preference for low and, in some cases, moderate-income families and seniors. Financial assistance may include: 0% interest on interim financing, long-term financing of both blanket loans or individual loans which may be deferred interest or equity share loans due and payable 30 years from origination if no sale occurs within that time.

Summary

The City has again been successful in creating a comprehensive program that meets the diverse needs of mobile home park residents in providing rehabilitation grants and loans, relocation assistance and rent arbitration resolution, in addition to expanded homeownership opportunities.

6. Relocation and Demolition Ordinance

In accordance with State and Federal laws, the City provides assistance to any individual displaced through Redevelopment activities. During the planning period, three (3) eligible home owners and fifteen (15) tenants were relocated.

Displaced tenants renting the acquired property for at least three (3) months were eligible for up to a \$4,000 displacement sum and an additional dislocation payment of \$200, and up to \$400 in moving costs. Relocated tenants with Section 8 vouchers received \$850 for moving and dislocation costs.

Displaced homeowners who had owned and occupied the acquired property for at least six (6) months prior to the initiation of negotiations for property acquisition were eligible for a \$15,000 relocation payment.

Table of Relocation Assisted Households

1985	2 Tenant Relocations
1986	No Residential Relocations
1987	6 Tenant Relocations
1988	7 Tenant Relocations (incl. 5 Section 8 transfers)
1988	1 Owner - Occupant Relocations
1989	2 Owner - Occupant Relocations

Total: 18 Relocated Households in the 5-year period

In the Coastal Zone, the City has demolished 3 low-income housing units since January 1, 1982. These 3 units are to be replaced by 3 units in the Dorothy Street family public housing project, to be completed in June 1992. These units are located within 1/2 mile of the Coastal Zone. No new housing units have been approved for construction in the Coastal Zone since January 1, 1982.

7. Weatherization Program

While the City does not operate a weatherization program, one of the largest non-profit organizations in the San Diego area, Metropolitan Area Advisory Committee (MAAC), use State monies of approximately \$500,000 a year on a grant program targeted towards individuals whose annual incomes are below \$9,264 (two person maximum). The maximum grant size is \$1,600 but due to the reduction in total funds available each year, the program manager now only authorizes \$400 grants per household. This allows the program to serve as many people as possible, approximately 254 households in the South Bay a year. These grants are used to weather-strip homes and replace windows and/or doors.

B.4 CDBG Funded Programs

1. Overview of Expenditures

The City has used the Community Development Block Grant in a variety of ways to promote neighborhood improvement projects that directly affect the overall health of the community. The following is a record of the CDBG performance from 1985-1990.

While the total budget appropriation has grown each year, the percent allocated to housing has declined. As presented in Table 2-CDBG expenditures, during '85 through '89 single family and mobilehome park loans were originated in targeted low-income or economically distressed neighborhoods. During fiscal year 1984/85 approximately 23 single-family loans and 25 mobilehome loans were completed. In fiscal year 1985/86, 22 single family loans and 20 mobilehomes were completed. During fiscal year 86/87, single-family lending dropped to 2 loans and 13 mobilehome loans were made through the CDBG fund. During the planning cycle, a total of \$2,415,801 was spent on housing rehabilitation loans specifically targeted to low-income households. While these program achievements assisted many families, redevelopment staff have determined that due to the inflexibility of Federal guidelines with regard to construction and rehabilitation it is far more effective to use CDBG funds in public works and social service activities such as the housing referral programs than rehab lending. One such funded activity is the Fair Housing Coordinator, a part-time position, whose function is to refer individual tenants to the appropriate social service agency regarding tenant landlord disputes or other fair housing conflicts. The other housing related social service programs funded through CDBG are described below, i.e., the Shared Housing Service and Homeless Shelter Referrals.

TABLE 2
OVERVIEW OF CDBG EXPENDITURES 1985-90

1985 - \$890,103 Total Expenditures		* Housing Related 47%
Housing Loans	339,000	*
Referrals	42,000	*
Code Enforcement	33,000	*
Public Works	188,200	
Social Service	52,500	
Administration	69,403	
Economic Dev.	166,000	
1986 - \$1,129,444 Total Expenditures		* Housing Related 37%
Housing Loans	351,000	*
Referrals	47,200	*
Code Enforcement	9,000	*
Public Works	426,100	
Social Service	75,160	
Administration	214,450	
Economic Dev.	6,534	
1987 - \$351,000 Total Expenditures		* Housing Related 20%
Mobile Home Loans	42,600	*
Housing Referrals	29,800	*
Public Works	110,500	
Social Service	103,100	
Administration	64,900	
Economic Dev.	100	
1988 - \$1,469,500 Total Expenditures		* Housing Related 5%
Housing Loans	17,100	*
Referrals	61,400	*
Public Works	1,188,000	
Social Service	57,100	
Administration	57,000	
Economic Dev.	88,900	
1989 - \$782,380 Total Expenditures		* Housing Related 16%
Housing Loans	44,107	*
Referrals	83,070	*
Public Works	396,322	
Social Service	111,802	
Administration	84,670	
Economic Dev.	62,409	
1990 - \$1,412,694 Approved Total Budget		* Housing Related 3%
Housing Referrals	40,000	*
Public Works	967,094	
Social Service	174,150	
Econ Dev./Adm.	231,450	

2. Shared Housing

Approximately 400 people were assisted in finding room and board through the South County Council on Aging in the last five years. This program has received approximately \$18,000 a year from Chula Vista's CDBG allocation. They match seniors with single mothers, and other single individuals who need room and board, with elderly homeowners who have extra rooms which they are willing to rent. Typical rental rates are \$250-275 per month.

3. Homeless Shelter Referrals

Although there is a lack of detailed information that accurately enumerates homeless individuals by geographic area, in 1988, The Regional Task Force on the Homeless prepared a report for the South Bay sub-region which includes National City, Chula Vista, Imperial Beach and a portion of San Diego. The total number of South Bay homeless who spend the night on the streets, in an automobile, in a park, on the beach, in a campground or in unauthorized campsites on any given night, is estimated to be between 135-200. A more conservative estimate of 125 is supported by observations reported in the Task Force on Homelessness in the South Bay published in 1988.

Homelessness is recognized as a regional problem shared by all cities within the South Bay. To help meet its share of the problem, 12 churches in Chula Vista have been permitted to participate in the Inter-Faith Emergency Shelter Program, and two local motels participate in the South Bay Voucher Program within the City limits of Chula Vista. Additionally, the homeless may be referred to some of the other shelter programs listed below.

The homeless service screening agent in the South Bay is the Lutheran Social Service. They screen the South Bay cases and evaluate the emergency needs of these people. The ultimate purpose is to refer them to the following facilities and/or programs:

a. South Bay Voucher Program

According to the Task Force Report on the Homeless (1988), "during some portions of the year, homeless families and a limited number of single adults may receive vouchers for a two-week stay in selected motels through local social service agencies. During periods of shelter voucher availability, an average of five single adults and twenty-five family members

can be found in the two participating South Bay motels each night in Chula Vista and Bonita. During ...a vouchersing period, nearly half of the 177 separate individuals sheltered were children."

A voucher is issued to individuals and families which provides room and board for up to (2) two weeks. This system served 527 cases in two local hotels in the last year. The next cycle of funds will not be available until December 1990. This program is funded through the Catholic Charities by the Federal Emergency Management Agency (FEMA).

b. Inter-faith Emergency Shelter Program

Twelve beds are available to homeless people during the months of December - April each year for up to six weeks at a time. This is a volunteer effort done in cooperation with several South Bay churches including twelve in Chula Vista.

To facilitate this program's success, the Chula Vista City Council adopted an urgency ordinance on September 13, 1988 establishing an accessory use of 12 local churches as temporary shelters for the homeless. A permanent amendment to Section 19.58.110 of the City's municipal code became effective on 12-9-88 allowing the accommodation of up to 12 persons to be temporarily housed at church facilities subsequent to the adherence to specific conditions.

c. La Quinta - Hotels and Motels in Partnership

The La Quinta motel in Chula Vista participates in a nation-wide effort by the Motel Owners Association of America who volunteer to provide up to 10% of their rooms a year for the homeless. This program provides 28 free nights a year up to three nights per family unit. This facility consistently uses its quota of rooms per year.

d. Victory Outreach

This communal housing shelter has been operating in its downtown San Diego location for the past six years. Upon referral from Lutheran Services, prospective clients undergo further screening at the Outreach facility. This is a live-in, total immersion training program for people with histories

of substance abuse. Approximately 120 people a year complete the 9-12 month training program designed around Christian Fundamentalist practices. There are facilities for single men and women but no children. The project counselor maintains that once enrollees complete the program, approximately 50% are completely successful at re-entering the working world and leading normal lives.

e. St. Vincent De Paul

Again, according to the Task Force study, "... approximately 10% of the 900 shelter beds in San Diego are occupied by individuals who originated from the South Bay, according to shelter provider estimates and actual tallies... ."

The St. Vincent De Paul shelter is just one of those centrally located in the City of San Diego. This shelter sponsors many live-in, job-training programs. Also during the 89/90 measles epidemic, infectious cases were quarantined here. These programs depleted the supply of beds available to the homeless.

In conclusion, the South Bay homeless population, is estimated to be approximately 60% homeless families. Almost two-thirds of these family members are children. These estimates are primarily based on the observations of social service agencies. In addition to the above referral efforts, an effort will be made during the next planning cycle to develop and construct a new shelter or transitional home to help serve homeless families in the Chula Vista area.

C. AFFORDABLE HOUSING IN PROGRESS

Guaranteed Housing (392 units)

Public Family Housing	40 units
22 Units Dorothy Street	
18 Units L Street	
Remaining Balance of Referenda	277 units
Authority (pending site selections)	
Section 202 (Salvation Army)	75 units

Potential Housing (878 units)

-	Family Density Bonus	6 units
-	Rancho del Rey (balance due)	23 units
-	Terra Nova	72 units
-	Sunbow (pending)	195 units
-	EastLake I (balance due)	18 units
-	EastLake Greens (pending)	277 units
-	Salt Creek I (pending)	55 units
-	Salt Creek Ranch (pending)	250 units

III. CONCLUSIONS

Areas Suggested for Special Consideration

While Chula Vista has an impressive record of affordable housing production, some areas of improvement have been noted which will be one target of the proposed programs described in Part 3. There are four main areas which need special consideration:

- 1) deficiencies in application of private sector programs in providing more units to lower-income families for longer periods of time.
- 2) expansion of funding sources including investigation of new state programs and public-private partnerships.
- 3) attention to ensuring full and equitable neighborhood integration of lower-income affordable housing within the City's new eastern territories development.
- 4) an increased inter-departmental effort in monitoring implementation of the goals and objectives of the Housing Element.

While these four special considerations form a broad framework, and summarize opportunities for improvement identified through comprehensive review of the 1986 Housing Element, more specific refinements are necessary to meaningfully guide development of the Comprehensive Housing Plan embodied in Part 3. In order to further direct policy and program development responsive to these special considerations, the following corollaries have been developed as suggestions for the 1991-96 planning period.

Suggested Steps for the 1991-96 Planning Period

To assist the City in meeting the next 5-year goals the following steps are recommended:

1. A more coordinated and integrated approach among departments in meeting stated housing element goals which would include; building and code enforcement referrals to the rehab coordinator for potential financial assistance, and increase in communication on project decisions between the Planning and Community Development Departments during new construction project reviews.
2. A commitment to annual inter-departmental reviews of goals and objectives in order to keep all departments apprised of the numerous changes in the laws, regulations, financial constraints and market conditions affecting housing development. This expanded commitment would include
 - a. A review of the Housing Advisory Committee membership, role, and function. Suggested expansion of responsibilities would include review and recommendation on all affordable housing proposals, and an annual review and report on all housing policy and program performance from the Housing Advisory Committee to the Planning Commission and City Council.
 - b. Consideration of affordable housing early on in the planning process, including the General Plan Development (GDP) process for those projects utilizing Planned Community (PC) zoning.
 - c. Standardized notification to the Housing Coordinator of all projects which require affordable housing provisions at the time of initial project application.
3. Exploration of non-profit sponsored low-income housing production as the best way to insure long-term affordability and the leveraging of limited City dollars into funding programs.
4. The Community Development Department may want to consider taking a more assertive role in packaging the first SAMCO (Savings Association Mortgage Company Organization) or CCRC (California Community Reinvestment Corporation) or Federal Home Loan Community Investment Fund (CIF) loan proposal for selected developer(s) in Chula Vista. In this way, the City could lay the ground work for successive activity in this type of "layered-private-sector financing".

Additionally, new State programs have now become available for which the City may want to take the lead in land assembly and pre-development on behalf of selected non-profit social service agencies who provide a broad spectrum of services to particular segments of the population (i.e. the elderly, handicapped, the homeless, and the at-risk population).

5. In bringing the current density bonus ordinance into conformity with new State mandates, the City will alter current guidelines for density bonus family units, and put before Council an alternative calculation which better responds to the needs of lower-income households.
6. An alternative calculation might be considered for "for-sale" properties which would distinguish between two groups: first-time buyers and "empty-nesters". In other words, it may be too limiting to exclude people who would be paying more than 30% of the area median income on a housing payment and not make some adjustment for tax credit advantages, value of appreciation, and the value of upward mobility of home buying vs. renting. The City may develop an equity share formula on a deferred loan program for first-time homebuyers. This home ownership program would allow future re-sale and loan pay-backs to be reinvested in future affordable housing projects.
7. The Community Development Department has recently assigned a staff person to the task of annual rent monitoring of all on-going cooperation agreements. A further recommendation is that on-going cooperation agreements be filed separately and not stored away until the performance periods have expired.
8. In a joint effort between Community Development and Planning, a marketing program should be developed to facilitate applicant understanding of affordable housing requirements and compliance. This program would include brochures describing the various procedures, programs, and compliance requirements for affordable housing production in the City.
9. Establish specific requirements and procedures for the submission and review of an "Affirmative Marketing Plan" for the provision of 10% affordable housing in projects over 50 units when the applicant claims such housing provision is not economically feasible.
10. Improve systematic monitoring of rents and sales of units reliant on conditional use permits or under cooperative agreements.

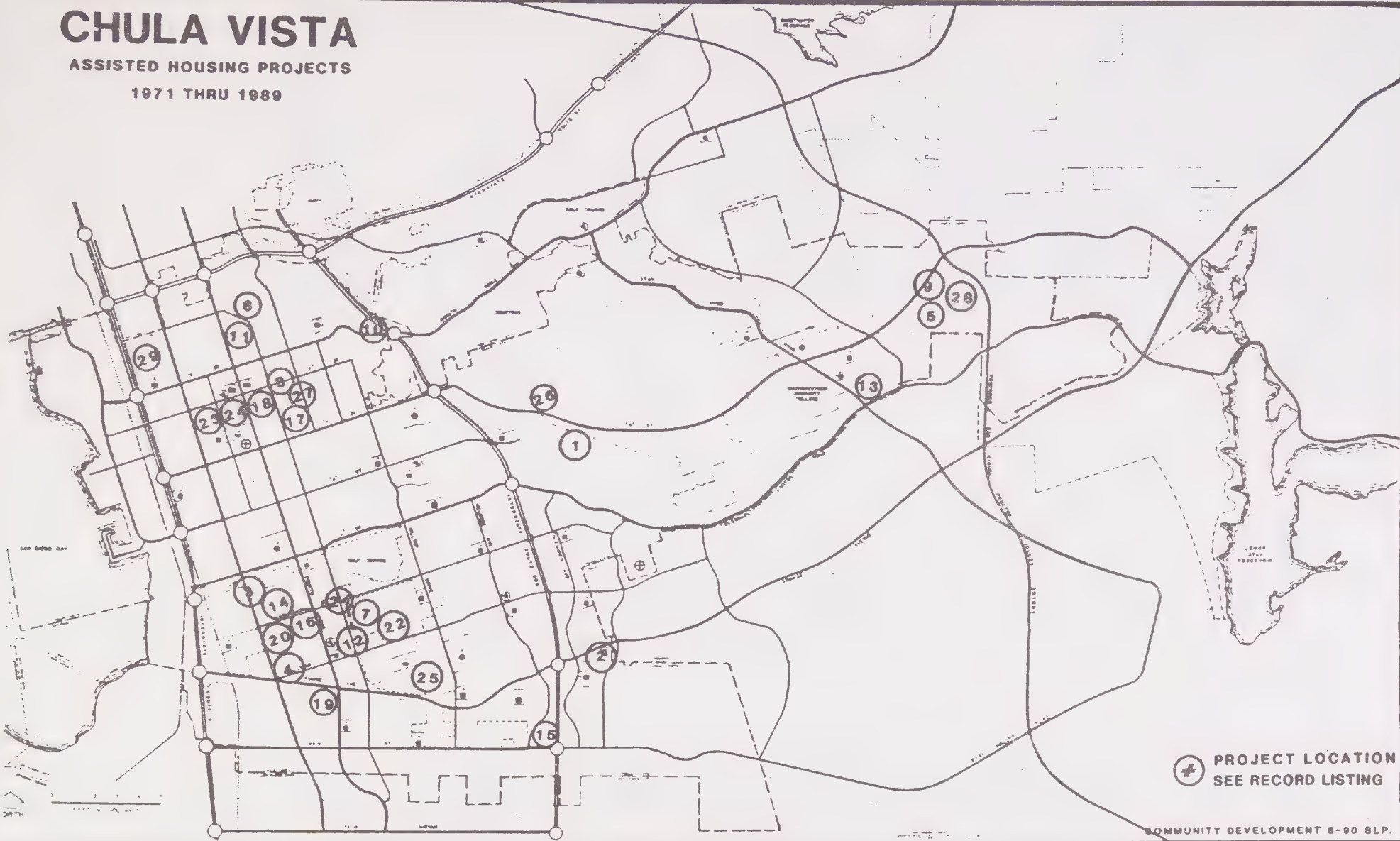
These recommendations are the subject of further program addressment in Part 3.

WPC 0143p

CHULA VISTA

ASSISTED HOUSING PROJECTS

1971 THRU 1989



<u>Map No.</u>	<u>Project Name</u>	<u>Address</u>
1.	Beacon Cove	536 East H St.
2.	Brandywine	1501 Brandywine
3.	Broadway Apts.	1053 Broadway St.
4.	Burkhart Senior	1241 Fifth
5.	Camelot	Lakeridge Dr. & Brookstone Rd.
6.	Canterbury Court	336 C St.
7.	Castle Park Garden	272 Kennedy St.
8.	Congregational Tower	288 F St.
9.	Cottages	Clearwater Pl.
11.	Fourth Ave. Apts.	54-66 Fourth Ave.
12.	Kiku Gardens	1260 Third Ave.
13.	Lofgren	Miracosta Circle
14.	Meadows	1061 Granjas Rd.
15.	Melrose Manor	1678 Melrose Ave.
16.	Moss Street West	533 Moss St.
17.	Oak Terrace	423 Church Ave.
18.	One Park	350 Third Ave.
19.	Orange Tree Mobile Park	521 Orange Ave.
20.	Oxford Terrace	555 Oxford St.
21.	Oxford-Zuniga	251 Oxford St.
22.	Palomar Family	171 Palomar St.
23.	Park Fifth Ave.	364 Fifth Ave.
24.	Parkway Senior	411-415 Parkway Dr.
25.	Rancho Vista	1419 Tobias Dr.
26.	Terra Nova	440 East H St.
27.	Town Centre Manor	436 F St.
28.	Villa Martinique	EastLake Terrace
29.	Woodlawn	#36, 38, 54 Woodlawn Ave.

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PART 2 NEEDS, RESOURCES, AND CONSTRAINTS

I. INTRODUCTION

As part of its response to the ever-growing and critical need for not only affordable lower-income housing, but also decent and suitable housing for families in all income groups in the rapidly growing State of California, the State Legislature has declared in Article 10.6 of the California Government Code, Section 65583, that as part of their Housing Elements, cities shall periodically identify and analyze the existing and projected needs for housing within their communities. Part of this analysis shall include an inventory of available resources, and an identification of constraints relative to the City's ability to provide for the preservation, improvement, and development of housing to meet the identified need.

In accordance with these requirements, Part 2 of the Housing Element of 1991 has been structured to provide an assessment of local needs, resources, and constraints in establishing the basis for a comprehensive set of policies and programs, calculated to address Chula Vista's provision of adequate housing for all income groups through 1996. The resulting policies and programs are embodied in the five-year housing plan outlined in Part 3.

The following pages provide quantified analysis for current unmet needs in terms of overpayment, overcrowding, substandard conditions, and various "special needs" groups such as the elderly, handicapped, single parent families, and the homeless. Projected needs based on expected regional growth and employment are provided, and the ability for Chula Vista's land base and regulatory framework to adequately respond is discussed. Finally, specific governmental and non-governmental constraints in the way of land use controls, financing availability, and land and construction costs are evaluated.

II. NEEDS ANALYSIS

A. Existing Unmet Needs

Vacancy and Absorption Rates

Within the following section, general population characteristics are discussed relative to the existing supply of housing to determine if the level of production has kept up with overall demand in the area as indicated by vacancy and absorption rates. Information was gathered from several sources: Department of Finance (January 1, 1991 estimates), 1990 Census, SANDAG Regional Housing Needs Statement and Series 7 Population Forecast, and the Home Mortgage Disclosure Data for 1988.

Generally, the older, well established neighborhoods with smaller homes have smaller average households of 2.67 persons, while the newer census tracts (CT 134.03 and 134.04) east of HWY 805 have an average household of 3.5 persons. The Department of Finance estimated an overall population per household size at 2.693 for January 1990. Although these are the best available estimates, all the researchers cautioned that the methodology for calculating these figures may not reflect the actual living conditions of certain neighborhoods, especially those in Chula Vista south of L Street.

The total estimated number of occupied dwelling units for April 1990 was 47,824 according to the of Census Bureau. Of these units, 24,487 (53%) were owner occupied and 22,337 (47%) were renter occupied. These figures are used by SANDAG to estimate the City's capacity to meet existing and future needs. The overall 1990 Census vacancy factor was 4.02%, however, the following table shows the difference in vacancy between types of housing.

TABLE 3
VACANCY RATES BY UNIT TYPE
1990 FEDERAL CENSUS
April, 1990

	<u>Vacancy Rate</u>
SFD	3.31
SFA	3.84
2-4	3.29
5+	5.66
MH	3.44
Overall	4.02

In analyzing SANDAG'S Series 7 Population Forecast information for 1988, four census tracts appeared to have higher than average vacancy rates. Three of these tracts (CT 131.01, 132.01 and 133.03), in older neighborhoods south of L Street, also had a large proportion of low-income rental housing units. The fourth tract which estimated higher than average vacancy rates (CT 134.04) is in the developing eastern side of the City where new growth is expected to exceed demand for the short-term.

In a survey conducted by Community Development, vacancy factors for new projects (Terra Nova and Beacon Cove) stabilized at 5%, while those projects, especially senior projects, located south of "L" Street had vacancy rates between 8-10%. The apparent over-abundance of new senior housing projects which compete with other older low-rent units in the area may cause the vacancy rate to remain higher than average. Other possible explanations for the high vacancy rates could include poor marketing, or that these units are located in an area which may not be considered attractive to seniors.

Projections for 1995 growth estimate an 8-10% increase in total occupied dwelling units over the next planning period. The housing programs outlined in Part 3, if fully executed will contribute approximately 240 units of affordable (low income) housing a year.

A.1 Evidence of Over-Payment in Rental Housing

Background:

According to SANDAG's Regional Housing Needs Study, "The dynamics of supply and demand can be indicated by measuring the portion of a household's income that is spent for housing" and indicates the extent of the availability of affordable housing in the market place.

The incidence of over-payment is an area where solid evidence is hard to find. SANDAG estimates from the 1980 Census Data indicate that there are 6,193 households in Chula Vista who will pay more than 25% of their household income for rent. The tremendous popularity and waiting lists for Section 8 rental assistance in the City also suggests that over-payment is indeed a problem for many people in the area. The success of the Section 8 program is usually the result of two phenomenon 1) a large segment of the population who can not comfortably afford to pay rent and other living expenses and 2) the HUD rental guidelines for the area reasonably reflect the true market conditions, allowing people to find units which can meet the program guidelines for rent and unit condition. HUD officials have reported that Chula Vista has been consistently over-leased, which means that there is more than one eligible household for every available certificate or voucher allocated. Current waiting lists are two to three years long for larger family units.

In addition to SANDAG estimates derived from 1980 Census Data, Table 4 indicates the level of overpayment analyzed during 1988 and presented in the City's current Housing Assistance Plan (HAP).

TABLE 4
RENTAL SUBSIDY NEEDS FOR LOWER INCOME HOUSEHOLDS:
1988-91 HOUSING ASSISTANCE PLAN (OVERPAYMENT)

	<u>Very-low Income</u>	<u>Low-Income</u>	<u>Total</u>
Elderly:	1,782	779	2,561
Small Family:	4,106	1,950	6,056
Large Family:	410	234	644
Total:	6,298	2,963	9,261

Analysis:

Typical rental rates for the Chula Vista area are presented in Table 5. Rents surveyed include HUD fair market rents (FMR), the City assisted rents for housing complexes under both density bonus and bond programs, and by way of comparison, the allowable rents under the tax-credit programs and new State Prop. 84 programs.

The City rental projects surveyed are regulated by a cooperation agreement between the property owner and the City. The unit rents can not exceed 1/12 of 80% of either 25 % or 30 % of the area median. (Currently \$37,900 adjusted for bedroom and maximum family household size.)

Most of the density bonus and affordable housing program rents are restricted at the top of the affordability range making these units unaffordable to these households whose incomes fall below 80% of median. This means, the population of those who earn less than 80% of the median may be subject to overpayment of rents without additional subsidies such as Section 8 certificates or vouchers.

In some cases, especially, in the senior density bonus projects, up to 40% of the units are being assisted by Section 8 subsidies. This program subsidizes the contract rent allowing the tenant to pay between \$150-200 a month for rent. These contracts make the units truly affordable but the owner is not obligated to renew Section 8 contracts. In the case of family housing, only one out the 16 family density bonus units had a Section 8 rental contract.

The shortcomings of the current density bonus program are: 1) tenants may be paying more than 30% of their individual household income on housing costs for rent and 2) none of the City assisted complexes provide affordable housing beyond a time certain contract date which ultimately reduces the net affordable housing available City wide.

TABLE 5
Rent Schedules-Area Median \$37,900

	<u>SRO</u>	<u>Studio</u>	<u>1/1</u>	<u>2/1</u>	<u>3/1</u>	<u>4/1</u>
SQ FT			850	900		
HUD FMR			\$583 .67	\$684 .74	\$857	\$959

COOP Agreements:

@ 25 % /SQFT			442-505 .52-.59	505-568 .56-.63	631	
@ 30 % /SQFT			530-606 .62	606-681 .67-.75	758	
Senior Density Bonus /SQFT			\$345 .57	\$468 .55	\$630 .70	
Family Density Bonus /SQFT			.54	\$460 .63	\$575	
Family Bond /SQFT			\$580 .68	\$685 .76		
Family Market Rate /SQFT			\$630-35 .74	\$745-55 .83		
HUD 236 Family Units /SQFT			\$260 .33	\$305 .38	\$339 .36	

Tax-Credit:

>40 % /SQFT			\$357-408 .42	\$378-432 .48		
20-40% /SQFT			\$298-340 .35	\$315-360 .40		

Prop. 84: New Construction

V.Low	232	232	265	298	332	
Low	232	393	455	512	569	

Prop. 77: Rehab Projects

V.Low	249	332	379	426	474	
Low	249	393	455	512	569	

A.2 Over-Payment in Owner-Occupied Housing

Overpayment among homeowners is less than that among renters according to 1980 Census Summary Reports of Census Designated Places (CDP). Overpaying homeowner households, according to these estimates, accounted for 1,248 of the Chula Vista (CDP) while 6,193 renter households were estimated to have overpaid in 1980. This section describes the existing unmet needs as indicated by the over-payment of certain sub-populations of homeowners. The underlying data analyzed for these purposes are provided by SANDAG's Regional Housing Needs Statement (RHNS) and Series-7 population forecasts, and the latest 1988 Home Mortgage Disclosure Act (HMDA-88) data. The limitations of the HMDA data are that only one year of lending practices were analyzed. As previously stated, the attempt here is to suggest economic indicators of need rather than to provide proof positive of any economic trends.

Census Tracts Analyzed

The following 22 (1980) census tracts were used as points of reference both by Series-7 and HMDA data. For a quick reference, the following tracts are arranged according to major geographical divisions in Chula Vista:

<u>North of L Street</u>	<u>South of L Street</u>	<u>East of 805</u>
101.03	131.01	134.03
123.01	131.02	134.04
123.02	132.01	
124.01	132.02	
124.02	133.01	
125.00	133.02	
126.00	133.03	
127.00	133.04	
128.00	133.05	
129.00	134.01	
130.00		

While census tracts 116, 121, 101.07, 100.01, 32.04 and 32.07 not listed contain small sections of the City, the above census tracts reflect the main population of the City boundaries as of 1990.

In the following discussion, certain significant sub-populations are analyzed relative to 1988 mortgage lending to determine housing needs unmet by normal market conditions, thereby, gauging the level of financial or other non-governmental constraints each sub-population has in meeting their housing needs.

These sub-populations include 1) tracts with the largest percent change in growth 2) tracts with the largest percentage of minority households and 3) tracts with the largest percentage of low-income households.

Although all City tracts showed evidence of lending activity, affordability and balanced community issues surfaced in several of the above mentioned tracts.

Growth Tracts Example:

First, the newly developing "eastern territory" tracts of CT 134.03 and 134.04 reported a heavy concentration of home purchase lending. Federally assisted mortgage lending, however, was less than 1% of the 955 home mortgages financed. A total of \$224,100,000 was lent on home purchase loans and another \$3,400,000 on home improvement loans.

The socio-economic profile of the population in these tracts has undergone some major shifts in the last eight years. The total population of these two tracts has nearly doubled. Nearly all of the sub-populations have doubled except in the case of the Asian population which tripled in the same time frame. The following table shows the percent change of each sub-population in CT 134.03 and 134.04 over the last eight years:

Ethnicity CT 134.03 and 134.04

	<u>White</u>	<u>Asian</u>	<u>Hispanic</u>	<u>Black</u>	<u>Total</u>
'80:	75%	9%	13%	1.4%	17,240
'88:	66%	15%	17%	1.6%	32,195

Median incomes in these two tracks indicate that over 50% of the reporting households earned more than \$50,000 in 1988 (in 1987 \$) as demonstrated in the table below, out of a total 9,452 households:

Median Incomes CT 134.03 & 134.04 9,452 Total Households

	<u><15K</u>	<u>15-25K</u>	<u>25-35K</u>	<u>35-50K</u>	<u>+50K</u>
'88:	1.7%	6%	12.5%	25%	53%

As an index of affordability, assume that no real increase in income occurred between 1988 and 1990 and increases in median incomes only reflect the rate of increase in inflation.

Further assume, for a single family home in this area, a typical mortgage would be at least \$160,000 (a 10% increase since 1988 when the average mortgage in this area was \$144,315). Assuming a 10%, 30 year mortgage, monthly principal and interest payments would be \$1,490 per month. A payment affordable to households earning in excess of \$59,000 per year. That is to say, at least 14% of the population in this tract could not easily afford to finance a new single family home in this area.

Minority Tract Example

The second tract analyzed was CT 132.02 south of L Street in the Montgomery area, reported as having the highest concentration of minority households at 57% of total tract population. The following table demonstrates the percentage changes in the ethnic sub-populations of this tract over eight years:

Ethnicity CT 132.02

	<u>Hispanic</u>	<u>White</u>	<u>Asian</u>	<u>Black</u>	<u>Total</u>
'80:	47%	43%	6%	3%	8,173
'88:	51%	38%	7%	4%	7,267

A total of 11 home purchase loans were made in this area in 1988, totaling \$896,000. To test the affordability index in this census tract, assume the same 10% increase in the average mortgage amount (in 1988 average mortgage was \$81,454). That is, an average mortgage now would be \$89,500, at 10% amortized over 30 years with a monthly principal and interest payment of \$871 per month. This mortgage would be affordable to households whose median was over \$34,000. Just assuming inflation increases, the median income in this tract is under \$20,000 per year (\$18,336 in 1988).

Therefore, as demonstrated below, nearly 2,000 households would be unable to finance a conventional mortgage. Indeed, the debt service that could be supported by incomes under \$20,000 are too low (\$500/month) even to support market rate rents. This last fact may explain why this tract evidenced the least amount of multi-family and non-occupant lending in the whole City. Only two multi-family and one non-occupant loan were made during 1988, for a combined total of \$1,196,000.

Median Incomes for CT 132.02 (INC-01)
Total Population 3,114

<u><15K</u>	<u>15-25K</u>	<u>25-35K</u>	<u>35-50K</u>	<u>+50K</u>
38%	31%	17%	9%	3%

Lowest Income Tract Example:

The last tract analyzed, CT 123.02, in the central city area demonstrated the lowest median income levels City-wide. In 1988, the median income in this tract was \$9,846, and of the total reported households 91% (653) were homeowners. Nearly 70% of the total population of 1,030 were white, elderly (median age 64), and female (55%).

Median Incomes CT 123.02
Total Population 633

	<u><15K</u>	<u>15-25K</u>	<u>25-35K</u>	<u>35-50K</u>	<u>+50K</u>
'88	68%	22.4%	7.4%	2%	.16%

Nearly 50% of the owner-occupied households received a home mortgage loan in 1988. No Federally assisted loans were originated. A total of \$2,826,000 in home purchase loans were originated in that year, and three multi-family loans were originated for a total of \$3,787,000.

The affordability test applied here would suggest an average mortgage loan of \$115,500 (up from \$104,666 in 1988) again at 10% interest amortized over 30 years for a monthly, mortgage payment of \$1,100 which would be affordable to households with annual incomes of \$44,002. Even though 60% of the households in this tract reported low annual incomes, these households had other tangible assets available to them which would make them credit worthy customers.

Conclusion

This cursory analysis does suggest an affordability gap is present in the eastern territories, and where high concentrations of minority households live. If this affordability gap is not addressed in the City's slate of program responses, its goal of creating affordable housing in balanced communities could be seriously compromised.

A.3 Over-Crowded Housing

According to SANDAG's review of overcrowding region wide, the combination of low income and high housing costs has forced many households to live in overcrowded conditions.

The term "overcrowded" is applied to units with 1.01 or more persons per room exclusive of the kitchen and bathroom(s). Identifying the extent of overcrowded problems can serve as a warning sign that the community does not have an adequate supply of affordable housing and/or housing units for large families.

According to 1990 Census data, there are 5,193 overcrowded housing units in Chula Vista, representing about 10.4% of the 49,849 total housing units. Of those overcrowded units 1,794 (35%) are owner occupied and 3,399 (65%) are renter occupied. As an illustration of the type and degree of overcrowded conditions present in Chula Vista, a review of the City's Building and Housing Department code inspections for 1989 revealed that about 42 violations a year, or 17% of all code violations regarding substandard housing conditions, are the result of overcrowding. About 22 violations a year involve 8 to 10 people living in a single-family residence. Another 20 of these violations occurred in the older sections of the City, and involved people sleeping in cars, shacks, garages, and RV's parked on streets. These particular over-crowded conditions may be the result of immigrant day works who have just crossed the border. Estimates from the U. S. Immigration and Naturalization Service have indicated that 6,678 individuals claimed the South Bay as their home when filing for Amnesty Immigration Status as seasonal agricultural workers in the South Bay region (MAAC Report 1988). Many of these workers move on to agricultural, gardening or construction day jobs outside the South Bay.

Overcrowded conditions are clearly intolerable and are inconsistent with 1986 Element policies. While continued Code Enforcement activities will reduce the number of individuals living in overcrowded conditions, an assertive effort on the part of the City is necessary to provide more affordable, even if temporary, shelter for very low-income people, and increased efforts to elevate overcrowding perhaps by referral to the City rehab programs for room addition loans where feasible.

A.4 Substandard Housing

Introduction

Article 10.6, Section 65583 (a)(2) of the Government Code requires that as part of its assessment of housing needs, each City must include an analysis and documentation of its housing characteristics and housing stock condition. The primary purpose of this analysis is to address the matter of "substandard" housing resulting from various degrees of physical decline, deterioration, and/or non-adherence to the standards of the Health and Safety Code and local building requirements. The required result of this analysis is to identify the number of housing units needing rehabilitation, and the number of units needing actual replacement.

In order to determine the number of housing units needing rehabilitation or replacement, the City consulted the Code Enforcement Section of its Building and Housing Department, which since 1987, has embarked on a systematic program of neighborhood by neighborhood inspections to improve conditions and appearance primarily through the "Neighborhood Revitalization Program" (NRP) and "Neighborhood Improvement Program" (NIP). Given that the City is virtually divided into eastern and western communities, with the eastern area the site of much of the City's new construction since 1980, the Code Enforcement/Inspection Division indicates that substandard conditions do not prevail there, and has thereby focused its efforts on the older western side of the City, including the Montgomery Community annexed in late 1985.

The following sections provide an outline of the efforts and findings of the systematic neighborhood inspection program, and divide the various substandard conditions into areas of major and minor rehabilitation needs.

Building Code Enforcement and Inspection Activities

As previously indicated, the majority of the inspection activity has occurred west of I-805 in the older part of the City, which has also been the focus area of the targeted Neighborhood Revitalization Program. The inspections are part of an external inspection program per departmental policy, and all code violation citations are compiled and reviewed monthly. Currently, internal health and safety inspections are limited to multi-family dwellings (apartments), and are in response to complaints received from tenants. Internal inspections of single-family residences may be made on a request basis.

Housing Stock Condition

Since the newer, eastern territories are primarily comprised of units built since 1980, and have thus far not been the focus of much code enforcement activity, the following estimates of total housing stock in need of some kind of rehabilitation pertain to the western half of the City in accordance with Building and Housing Department records.

TABLE 6
WEST SIDE CITY
HOUSING STOCK WITH REHABILITATION NEEDS

Total west side stock: 37,422 housing units
12% with rehab needs: 4,490 housing units

<u>Type of need</u>	<u>% of total rehab need</u>	<u># of units</u>	<u>Single fam %</u>	<u>Single fam units</u>	<u>Multi-fam %</u>	<u>Multi-fam units</u>	<u>Rehab units owned</u>	<u>% rented</u>
Major rehab	37%	1661	30%	498	70%	1163	30%	70%
Minor rehab	63%	2829	50%	1415	50%	1414	50%	50%
Totals	100%	4490		1913		2577		

As a means of comparison to current Building Department findings, Table 7 indicates estimated City-wide rehabilitation needs as presented in the City's current Housing Assistance Plan (HAP).

TABLE 7
REHABILITATION NEEDS - 1988 TO 1991 H.A.P.

	<u>Stnd. Units</u>		<u>Substnd. Units</u>		<u>Suitable for Rehab</u>		
	<u>Occ.</u>	<u>Vac.</u>	<u>Occ.</u>	<u>Vac.</u>	<u>Tot.</u>	<u>Lower Income</u>	<u>Vac.</u>
Owner:	23,432	817	800	27	766	239	26
Renter:	20,861	1,119	1,594	85	1,527	1,032	82

Major Rehabilitation

Major Rehabilitation, that requiring some kind of financial assistance, would account for approximately 4.5% (1661 units) of the total housing stock in the western area. Typically, the need for financial assistance from the City is seen to occur when necessary repairs exceed \$1,000.00. Typical loans cover the expense of roof replacements, room additions, and kitchen modernization. In some cases, complete homes have been reconstructed on existing foundations, should the deterioration of the existing house warrant such.

The rehab lending activities presented in Part 1 described the level of funding over the past planning period. It is anticipated that the same level of funding will be continued in the western half of the City for the 1991-96 planning period.

Deteriorated Units - Demolitions

According to the Building and Housing Department's estimates, only about 1% (374 units) of the approximately 37,422 housing units on the western side of the City are in truly deteriorating condition with either crumbling foundations, serious dry rot, and/or termite infestation. This stock could be a potential candidate for demolition activity. Approximately 19 single family dwelling units were demolished during the last planning period due to serious deterioration. If deteriorating units cannot be economically salvaged through rehabilitation efforts, the City will continue to institute demolition to ameliorate serious health and safety concerns.

Demolitions

1985-88	10
1989	6
1990	<u>3</u>
Total	19

Minor Rehabilitation

Those items which can be classified as minor "fix-it" items, such as replacing hot water heater safety valves, window and door replacement, painting, weatherstripping, minor electrical and plumbing repairs are the focus of the City initiated proactive program of inspection commenced in late 1987. This proactive approach is a preventative program that sets rules and guidelines, and thereby seeks to educate citizens about code enforcement in an effort to correct problems before significant deterioration occurs. Since 1985, there have been several neighborhoods annexed (i.e. Montgomery) that are acutely problematic. Therefore, as part of the proactive inspection program, the Building Department has set monthly goals for its inspection teams, concentrating on the following neighborhoods all south of "L" Street in the Montgomery Area:

Woodlawn Park	Broadway/Malta Square
Otay Town	Bay Vista
Connelly Park	Harborside

This community suffered from serious neglect of public services, and haphazard regulation for years while it was in unincorporated San Diego County. The results are neighborhoods with a great deal of deferred maintenance, non-conforming zoning violations, and a high concentration of low-income rental housing (refer to project location map). For this reason, both the departments of Building and Housing and Community Development have initiated a special program emphasis in rehabilitating this area through the use of CDBG funds for either capital improvements, sidewalks, street widening, new street lights or community facility enhancement such as the expansion of open space and parks and neighborhood clean-up and trash removal days subsidized by the Neighborhood Revitalization Program. These mini-programs give Code Enforcement Officers the opportunity to educate neighbors, property owners and resident-tenants on the value of Code compliance in maintaining high neighborhood health and safety standards, and sponsoring community pride.

Monthly Inspections

Monthly inspections are structured around the following three areas:

1. Housing (Overcrowding)
2. Health and Safety Items (Inadequate Sanitation Facilities)
3. Property Violations (Illegal Conversions)

Annual volumes of code violations are currently being internally monitored to more accurately track the location, level, and type of violations occurring in the City. According to the records for 1989, approximately 247 housing-related code violations were cited in single family residential

neighborhoods. Approximately 42 of the 247 citations involved issues of overcrowding, 61 citations involved the improper use of vehicles, shacks, garages or RV's as permanent housing facilities, but 144 citations involved the following items, most of which were in neighborhoods south of L Street:

Health and Safety Items (i.e. inadequate sanitation)	12%
Minor "fix-it" repairs (leaky roofs, and deferred maintenance under \$500)	6%
Vermin Infestations (rats, roaches, maggots)	8%
Property Violations (zoning violations, encroachments, and construction without a permit)	32%
Sub-Total	<u>58%</u>

The Neighborhood Revitalization Program (NRP)

The NRP focuses on the code enforcement of property standards which are based on "... conditions affecting the general appearance, health and safety of the occupants, and are enforced as zoning regulations." In effect, these guidelines establish the City's property maintenance standards. The concentration of these efforts has been to enhance the aesthetics of the neighborhood, educate inhabitants of code enforcement activities, inform residents of available low cost financing for rehabilitation projects involving at least \$1,500 and up to \$90,000, and to help coordinate trash removal and general neighborhood clean-up activities including inoperative vehicle removals.

Again the departments of Building and Housing and Community Development have initiated this program in the neighborhoods south of "L" Street to augment the efforts of code enforcement and rehabilitation lending activities in these areas.

B. SPECIAL NEED POPULATIONS

B.1 The Elderly and the Disabled

The elderly and disabled population comprise about 20% of the population in Chula Vista or 26,536 persons. This population is comprised of some 9,751 households, of which 6,667 are owners (68%) and 3,084 are renters (32%). The previous discussion on homeowner over-payment suggests that this population is not as burdened by mortgage payments as some family households may be. Additionally, during the years between 1971-1985, 45% of the affordable housing produced was targeted toward elderly and disabled households. In the last

five years, 35% of the affordable housing produced benefited low-income seniors and the disabled households. Another 33% of all Section 8 housing assistance went to low-income seniors. These efforts are laudable, and clearly show senior housing being addressed in some what greater proportion to the expressed need. At this time, many of the senior housing projects located south of L Street reported high (over 8%) vacancy rates. The high vacancy rate among senior density bonus projects monitored by the City may be the result of one of two things: the current supply of these units exceeds the demand for them; or these units may be in an inappropriate location. The demographics of the census tract where these seniors density bonus projects exist indicate a high concentration of minority households and a low median age.

B.2 Homeless Families

According to a report by the Regional Task Force On The Homeless prepared in 1988 for the South Bay Region of San Diego,

"... homeless families and a limited number of single adults may receive vouchers for a two-week stay in selected motels through local social service agencies. During periods of shelter voucher availability, an average of five single adults and twenty-five family members can be found in two participating motels in Chula Vista each night. During a recent two month shelter voucher period, nearly half of the 177 separate individuals sheltered were children."

According to the statistics provided in the RHNS, 60% of the homeless population (350-500) in the South Bay are families, an additional 5% of whom are children.

B.3 Single-headed Households

Single individuals with dependent children represent an important group with special housing needs. The proportion of single-parent households with children forms a significant portion of lower-income households "in need". Single parent households require special consideration and assistance because they have a greater need for day care, health care, and related facilities. (SANDAG:RHNS:page 137)

A rental survey conducted by Community Development of assisted housing projects revealed that most family rental units were not aided by Section 8 certificates, while up to 40% of the senior units were. Thus, family units were not receiving the level of subsidy required to guarantee that no more than 30% of household income was spent on housing costs. Waiting lists for Section 8 certificates are the longest for family housing units.

1990 Census data indicates that 10.3% of the City's total households are headed by single individuals for a total of 4,902 households. Of these households, 994 (20%) are male headed and 3,908 (80%) are female headed.

B.4 Large Families

There are other sub-populations within the City which are being under-served, notably large families with incomes below 80% of median. Almost all family housing produced in Chula Vista, with the exception of 24 Public Housing and Section 8 subsidized units, are not truly affordable to this group. Social service providers have testified that large families have the most difficult time finding affordable housing.

According to 1990 Census data, 6,592 (14%) of Chula Vista's 47,824 total households were large families of five or more persons. Of those 6,592 large family households, 4,088 (62%) were owner and 2,504 (38%) were renter. One can assume that if families have a difficult time finding affordable housing the situation becomes worse as the family size increases, and the family is within a lower income group.

B.5 Farmworkers and Day Workers

Due to the rapid suburbanization of Chula Vista, only 5% of the county's agricultural employment base is left in the area. Approximately 1% of the labor force is currently classified as farmworkers or day laborers many of whom may work on small construction jobs. An estimated total of 234 people, mostly single-men, are thus described. Many of these people may at various times also be counted among the homeless as they drift in and out of work. (SANDAG RHNS page 19)

B.6 Mobilehome Park Residents and Relocation

County-wide, mobilehomes account for 4 percent of the total housing stock. In Chula Vista, mobilehomes account for approximately 7% of the housing stock. Currently, two parks have given notice of their intent to convert the park to another commercial use within the next planning period. These two park owners are in the process of complying with the City's Mobilehome Park Relocation Ordinance provisions which were previously discussed in Part 1. While some units may be lost through these conversions at least the hardship of relocation is mitigated by the mandatory compliance by owner to the mobilehome relocation ordinance.

TABLE 8
CITY OF CHULA VISTA
SPECIAL HOUSING POPULATIONS - NEED INDICATORS

Estimated Population

135,163

Estimated Occupied Households

47,824

The following table enumerates the populations which present special housing needs. Previous sections of the report have already described the unmet needs of populations within the eastern territories, and among census tracts with the highest concentrations of minority populations.

	<u>Estimated % of Total</u>	<u>Estimated Individuals</u>	<u>Estimated Households</u>
Elderly Population (65+ years)	20%	26,536	9,751
Handicapped Population	10%	13,160	
Large Families	14%		6,592
Single-Head of HH (Families)	10.3%		4,902
Homeless (Regional)		350-500	
Families		255	
Single Persons		107	
Children		22	
Substance Abusers		22	
Mentally Ill		22	
Household Ethnicity			
Hispanic	37%	50,376	
Asian	8%	10,885	
Black	4%	5,721	
White	50%	67,302	
American Indian	.5%	622	
Other	.5%	257	
Military Households			200
Mobilehome Park Households			3,613
Farmworkers		234	
College-Student Population		9,602(1)	

Sources: SANDAG Regional Housing Need Statement, August 1990
1990 Federal Census, April 1990

1. Based on estimated population for 1989 Census Designated Places (CDP) which use slightly different data boundaries than actual incorporated areas.

B.7 Student Population

Chula Vista is the location of one community college named Southwestern College with an enrollment of approximately 9,602. The college director indicated that in times of recession, full and part-time enrollment is expected to increase as adults re-enter school to enhance employment skills needed in the work force. While most of these community college students commute from outside the area, some do compete for local housing along with other low-income groups.

C. **AT-RISK HOUSING**

There are three types of housing potentially at risk of converting to market type rentals between 1991 and 2001 as shown in the following table:

<u>Potential At-Risk Housing</u>		528 total units
Family Units - HUD 236	386 units	
Family Non-236 Units	110 units	
Elderly Non-236 Units	32 units	

C.1 **Family Units - HUD 236 Contracts**

The following table illustrates the required information for the City's HUD Section 236 units:

- a. Castle Park Garden Apartments
272 Kennedy Street
Chula Vista, CA 91911
62 non-elderly, low income units
Earliest Date of Conversion: December 1991
- b. Oxford Terrace Apartments
555 Oxford Street
Chula Vista, CA 91911
132 non-elderly, low-income units
Earliest Date of Conversion: March 1993
(Owner may begin LIHPRHA process 18 months before the project's 20th birthday)
- c. Palomar Apartments
171 Palomar
Chula Vista, CA 91911
168 non-elderly, low-income units
Earliest Date of Conversion: March 1993
(Owner may begin LIHPRHA process 18 months before the project's 20th birthday)
- d. Rancho Vista Apartments
1419 Tobias Drive
Chula Vista, CA 91910
24 non-elderly, low-income units
Earliest Date of Conversion: November 1991

In 1968, HUD developed the 236 program that provided both mortgage insurance and mortgage interest reduction to any for-profit or non-profit developer who agreed to build affordable housing units for families. Typically, the contracts for these projects included a 40 year mortgage which could be prepaid after 20 years, and if prepayment occurs, then the project no longer has an affordability requirement. This prepayment option only applied to for-profit developers. Unfortunately, HUD did not consider the consequences of this prepayment option, and as a result, the nation now faces a serious threat to its available stock of affordable housing. In 1987, this threat was brought to the attention of the federal government, and Congress passed the Emergency Low-Income Housing Preservation Act (ELIHPA). This Act precluded any prepayment until February of 1990, and in February, the Act was extended until new permanent legislation could be adopted. In 1990, the National Affordable Housing Act was passed, and this Act included the Low-Income Housing Preservation and Resident Homeownership Act (LIHPRHA). LIHPRHA will provide a permanent solution to the preservation problem if it is adequately funded.

Chula Vista has four projects which were HUD financed using the 236 program. Currently, two of these projects have filed a Notice of Intent which states that they intend to prepay their mortgages. In reality, these projects probably will not be able to prepay since both ELIHPA and LIHPRHA have strict requirements for prepayment. Under LIHPRHA, these property owners can elect to proceed under ELIHPA or LIHPRHA.

Nonetheless, both acts require an owner to prove that termination of the affordable units will not materially increase economic hardship for current tenants (which generally means annual rent increases of less than 10%); will not involuntarily displace current tenants; or will not adversely affect affordable housing opportunities for low-income and very low-income families, including those families seeking employment in the area, and minorities.

Both ELIHPA and LIHPRHA state that these units should be acquired by either a non-profit or a public agency whenever possible. Undoubtedly, the acquisition costs of these units will be high. Nonetheless, both laws provide acquisition incentives to non-profits and public agencies, but LIHPRHA mandates that the following incentives be given: (1) insurance for financing up to 95 percent of the preservation equity (equity as determined by HUD) under the HUD Section 241(f) program; (2) grants up to the present value of the total of the projected published Fair Market Rents for Section 8 Existing Housing for the next 10 years (or longer, if necessary); (3) reimbursement for transaction expenses relating to acquisition, such as ordinary transaction costs, financing fees and

operating deficit coverage. Subject to appropriations, LIHPRHA also states that HUD must provide assistance sufficient to enable acquisition at a purchase price not greater than the HUD defined preservation value, to pay the debt service of the mortgage and debt service on any rehabilitation loan, to meet project operating expenses and adequate reserves, and to receive an adequate return on any cash investment made to acquire the project.

The approximate cost of acquisition for all four complexes is \$26 million. This figure was determined by using the Section 8 Fair Market Rents and a gross rent multiplier of 8.

These "at-risk" projects should be preserved, whenever possible, since it would be impossible for the City to replace these lost units. The City has already received the notice to prepay from two owners, and the other two projects can file their notices in March of 1991. The owners of these builders are receiving very small rents since the average rent for a two bedroom apartment is \$292, and for the most part, they have burned their tax depreciation benefits. Therefore, it is very likely that they may attempt to sell or prepay.

To date, the City has identified the following resources which could be utilized for the preservation of these HUD Section 236 units:

- a. Redevelopment Agency Housing Set-Aside Funds: and,
- b. Community Development Block Grant Funds.
Approximately \$500,000 is available, but the City traditionally uses CDBG funds for public improvements.

The Agency has \$200,000 which could be leveraged in a bond issue to produce \$2,000,000. If a bond issue is accomplished, the Agency would have sufficient funds to provide a loan to a non-profit for predevelopment and equity since the estimated cost, to the Agency, of preservation is \$1,300,000. The cost of preservation is significantly less than the cost of replacement since this cost is estimated to be \$40,530,000.

In the past 12 months, City staff has identified the following non-profits which could assist with the preservation of the City's HUD Section 236 projects:

- a. Chicano Federation;
- b. Civic Center Barrio;
- c. Interfaith Housing;
- d. MAAC Project; and,
- e. South Bay Community Services.

C.2 Non-236 Housing Units At-Risk

In addition to the HUD Section 236 Projects, the City has three apartment projects which are at-risk because of expiring use restrictions. These projects are as follows:

- a. Beacon Cove Apartments
536 East H Street
Chula Vista, CA 91910
33 non-elderly, low-income units
Earliest Date of Conversion: 1996
Type of Government Assistance Received: Fulfillment of the City's Affordable Housing Obligation for the Terra Nova Subdivision
- b. Eucalyptus Grove Apartments
67 East Flower Street
Chula Vista, CA 91910
75 non-elderly, low-income units
Earliest Date of Conversion: 1995
Type of Government Assistance Received: Density Bonus & Multifamily Housing Revenue Bonds
- c. The Meadows of Chula Vista
1055 Granjas Road
Chula Vista, CA 91911
32 elderly, low-income units
Earliest Date of Conversion: 2000
Type of Government Assistance Received: Density Bonus

To date, the City has identified the following resources which could be utilized for the preservation of these units:

- a. Redevelopment Agency Housing Set Aside Funds; and,
- b. Community Development Block Grant Funds.
Approximately \$500,000 is available, but the City traditionally uses CDBG funds for public improvements.

The estimated cost of replacing these units is \$14,910,000.

In order to preserve the family units in Beacon Cove, the only viable alternative is rent subsidies since the existing contract specifically states that restrictions will terminate ten years after the contract was executed. These rent subsidies would provide, for the number of units currently restricted, the difference between what the owners are allowed to charge which is currently market rate and what market rate may eventually be.

Estimating the cost of rental subsidies is extremely difficult since the City has no way of determining how much and when rents will increase. Therefore, estimating the cost of preserving these units is nearly impossible. Since the Agency

has limited funds and this funding has been committed to preserving the City's HUD Section 236 units and the Agency's very viable rehabilitation program, the Agency would only have approximately \$50,000 to spend on rent subsidies.

The Agency is currently investigating the possibility of refinancing the bonds for Eucalyptus Grove, and if this occurs, the Agency will require extended rental restrictions. With this alternative the Agency will incur no costs.

Senior projects built were typically built under the density bonus program, and they are less likely to convert to market rents due to the Conditional Use Permits under which they operate. In order to convert, the owner would have to underwrite a considerable expense to bring the senior projects into code compliance mainly for parking requirements. For these reasons, it is unlikely that The Meadows will convert.

The following non-profit corporations could assist with the preservation of the above listed units;

- a. Chicano Federation;
- b. Civic Center Barrio;
- c. Interfaith Housing;
- d. MAAC Project; and,
- e. South Bay Community Services.

Since the cooperation agreements with Eucalyptus Grove and Beacon Cove allow rents which are currently prevailing market rates, the real impact of losing these units is minimal. When the cooperation agreements were written, the median income for the San Diego Standard Metropolitan Statistical Area was much less, and the rent restrictions were considerable.

D. PROJECTED NEEDS

D.1 Introduction/Current Estimates

Since the beginning of the last Element's planning period in 1985, the San Diego Region has experienced fairly rapid and consistent population growth at an average of 3.6% per year, coupled with an average growth in the number of housing units of 3.7% as illustrated in Table 11. By comparison, Chula Vista has generally paralleled the region with average growth rates for population and housing over the 5 year period being 0.1% higher than regional rates. Tables 9 and 10 provide the actual numerical growth in establishing the current population and housing totals for 1990. The figures in parenthesis under "% increase" represent the actual growth percentage without influence from the Montgomery Annexation in late 1985.

TABLE 9
POPULATION GROWTH
CHULA VISTA AND SAN DIEGO REGION
1985-1990

<u>Year</u> <u>(Jan 1)</u>	<u>Chula Vista</u>	<u>San Diego Region</u>	<u>Chula Vista as a</u> <u>% of the Region</u>
1985	91,166	2,102,502	4.3%
1986	116,295*	1,165,457	5.4%*
1987	120,285	2,248,482	5.3%
1988	124,253	2,327,684	5.3%
1989	128,028	2,418,176	5.3%
1990	<u>131,603</u>	<u>2,509,914</u>	5.2%
Total Increase:	40,437	407,412	
% Increase:	44.3 (18.6)	19.4	

*Also reflects the Montgomery annexation

Source: State Dept. of Finance Annual Jan. 1 estimates

TABLE 10
TOTAL HOUSING GROWTH
CHULA VISTA AND SAN DIEGO REGION
1985-1990

<u>Year</u> <u>(Jan 1)</u>	<u>Chula Vista</u>	<u>San Diego Region</u>	<u>Chula Vista as a</u> <u>% of the Region</u>
1985	33,544	787,210	4.3%
1986	43,951*	821,228	5.4%*
1987	45,101	857,098	5.3%
1988	47,696	894,333	5.3%
1989	48,691	921,940	5.3%
1990	<u>49,863</u>	<u>946,362</u>	5.3%
Total Increase:	16,319	159,152	
% Increase:	48.6 (22.8)	20.2	

*Also reflects the Montgomery annexation

Source: State Dept. of Finance Annual Jan. 1 estimates

TABLE 11
PERCENTAGE RELATIONSHIP
POPULATION AND HOUSING GROWTH
CHULA VISTA AND SAN DIEGO REGION
1985-1990

<u>Year</u>	<u>% Change Pop</u>		<u>% Change Housing</u>	
	<u>Region</u>	<u>C.V.</u>	<u>Region</u>	<u>C.V.</u>
1985	3.0%	4.9%*	4.3%	5.2%*
1986	3.8%	3.4%	4.4%	2.6%
1987	3.5%	3.3%	4.3%	5.7%
1988	3.9%	3.0%	3.1%	2.1%
1989	<u>3.8%</u>	<u>2.8%</u>	<u>2.6%</u>	<u>2.4%</u>
Averages:	3.6%	3.5%	3.7%	3.6%

*Excludes the Montgomery annexation.

In further establishing the status of current conditions, Table 12 has been provided to illustrate the changes in Chula Vista's housing supply, by type, since 1985. As indicated by the footnote, the relative overall increase of 48.6% is influenced by the Montgomery Annexation which included approximately 8,670 housing units and 23,500 persons according to City records. The 22.8% in parenthesis represents the actual new growth excluding existing units annexed with Montgomery. As indicated by the bottom entries in the Table, while Chula Vista's overall housing stock has a slightly greater percentage of single family than multiple-family units (51.9% vs. 41.2%), the unit growth from 1985-1990 reflects a trend toward greater balance, with new multi-family units exceeding single family (50.5% vs. 40.7%).

TABLE 12
HOUSING SUPPLY
CITY OF CHULA VISTA
1985-1990

<u>Year</u>	<u>Single Family</u>	<u>2-4 Units</u>	<u>5 or more Units</u>	<u>Mobile Homes</u>	<u>Total Occupied</u>	<u>Vacant Units</u>	<u>Total Units</u>
1985	19,265	2,985	9,279	2,015	32,328	1,216	33,544
1986*	23,089	3,379	14,013	3,470	42,250	1,701	43,951
1987	23,641	3,396	14,569	3,495	43,948	1,153	45,101
1988	24,913	3,596	15,587	3,600	45,692	2,004	47,696
1989	25,388	3,784	16,003	3,566	47,006	1,685	48,691
1990	25,901	3,931	16,578	3,453	48,225	1,638	49,863
Total Change:	6,636	946	7,299	1,438	15,897		16,319
% Total Change:	40.7	5.8	44.7	8.8			48.6* (22.8)
% Total Housing Stock:	51.9	8.0	33.2	6.9			

*Also reflects the Montgomery Annexation

Source: City Housing Inventory, State Dept. of Finance annual Jan. 1 estimates.

D.2 Population and Housing Growth Forecasts

The San Diego Association of Governments (SANDAG) is the primary agency responsible for the production of population, housing, employment, and land use projections for the San Diego region. In order to respond to changing economic and employment conditions affecting population influx and the related needs for housing, SANDAG periodically produces updates to its forecast models, the most recent of which is the Series 7 Regional Growth Forecast for 1986-2010. The forecast consists of two basic parts, the first being development of the regional projections for population, housing, and employment constituting the overall expected demand for jobs and housing. The second part involves the process of distributing the expected population, employment, land use growth, and the related job/housing needs amongst the region's communities.

The following tables and discussion present the Series 7 Forecasts, adopted by local jurisdictions, and provide a comparison of expected regional growth in relation to that anticipated for Chula Vista and its General Planning Area. The comparison to the General Planning Area (GPA) is offered, since the figures projected for the "city only" in Series 7 are fixed within the 1986 municipal boundary. Since Chula Vista has annexed territory, and plans at least one additional annexation within this Housing Element's horizon, the GPA figures offer a more realistic picture for overall growth expectations.

As indicated in Table 13, the Chula Vista GPA's population is expected to increase by 44.7% between 1986 and 2010; an increase of 57,749 people. At only 1% less than the 45.7% for the region, Chula Vista will continue to pace itself to regional indicators, similar to the 1985-90 activity previously presented.

TABLE 13
PROJECTED POPULATION GROWTH
CHULA VISTA AND SAN DIEGO REGION
1986-2010

	<u>1986</u>	<u>1995</u>	<u>2000</u>	<u>2010</u>	Total Increase	
					<u>#</u>	<u>%</u>
Chula Vista ⁽¹⁾	116,430	132,304	140,682	158,112	41,682	35.8
Chula Vista GPA ⁽²⁾	129,159	150,878	161,997	186,908	57,749	44.7
San Diego Region	2,165,689	2,585,134	2,784,195	3,154,490	988,801	45.7

Source: SANDAG Series 7 Regional Growth Forecast

⁽¹⁾ Within 1986 Municipal boundary area.

⁽²⁾ Based on 1986 adopted Sphere of Influence boundary.

In conjunction with population growth estimates, Series 7 also projects and distributes figures for expected growth in the number of housing units. Table 14 identifies these projections and again offers comparisons between Chula Vista, its GPA, and the Region. While the City GPA's rate of increase is projected to be slightly less than that of the Region (53.7% vs. 57.3%), the expected increase of 24,719 housing units will continue to keep pace with population increases shown in Table 13.

TABLE 14
PROJECTED HOUSING GROWTH
CHULA VISTA AND SAN DIEGO REGION
1986-2010

	<u>1986</u>	<u>1995</u>	<u>2000</u>	<u>2010</u>	Total Increase	
					<u>#</u>	<u>%</u>
Chula Vista	42,203	50,251	54,027	60,950	18,747	44.4
Chula Vista GPA	46,068	56,088	60,956	70,787	24,719	53.7
San Diego Region	771,082	964,764	1,058,179	1,212,773	441,691	57.3

Source: SANDAG Series 7 Regional Growth Forecast

Related to both population and housing growth is the expected growth in employment within the region. In order that adequate housing be provided, the issue of jobs/housing balance be addressed, and an understanding of household economics as it ultimately relates to affordability be gained, projections of employment become important. Table 15 provides a 20-year projection of employment growth by sector for the Chula Vista GPA. The far right hand column indicates the employment profile for 1995 since that year best coincides with this Housing Element's planning horizon of 1996.

TABLE 15
PROJECTED EMPLOYMENT BY SECTOR
CHULA VISTA GPA
1986-2010

<u>Sector</u>	<u>1986</u>	<u>1995</u>	<u>2000</u>	<u>2010</u>	1986-2010 Increase		% Total Employment 1995
					<u>#</u>	<u>%</u>	
Agriculture	533	533	533	533	0	0	1.1%
Manufacturing	7557	8599	8848	9306	1749	23.1	18.3%
Wholesale	1443	1639	1746	1958	515	35.7	3.5%
Transportation	445	580	652	827	382	85.8	1.2%
Hotel/Motel	332	332	358	424	92	27.7	0.8%
Regional Govt.	877	957	1007	1112	235	26.8	2.0%
Retail Trade	9666	11625	12661	15805	6136	63.5	24.7%
Retail Service	7203	8849	9730	12358	5155	71.6	18.8%
Business Service	1757	2369	2713	3502	1745	99.3	5.0%
F.I.R.E.	1676	2048	2395	3370	1694	101.1	4.4%
Local Govt.	5609	7113	7593	8497	2888	51.5	15.1%
Other	<u>2273</u>	<u>2396</u>	<u>2560</u>	<u>2863</u>	<u>590</u>	<u>26.0</u>	5.1%
TOTAL	39371	47040	50796	60552	21181	53.8	

As seen in Table 15, local planning area employment is projected to increase by 21,181 jobs or 53.8% by the year 2010, with the greatest numeric increases occurring in the retail trade and service sectors (6136 and 5155 jobs respectively). In 1995, 43.5% of the Planning Area employment will be in retail trade and services, with the next largest sector being manufacturing (18.3%). Given that retail trade and service jobs are traditionally lower paying, the impact of affordability in the local housing market may be magnified, assuming that those retail trade and service employees also reside within the community.

D.3 Chula Vista Share of the Region's Housing Needs

As required by State Housing Element Law, SANDAG, in conjunction with the State Department of Housing and Community Development, has prepared an update of the Regional Housing Needs Statement (RHNS) for the 1990-1996 planning period. The RHNS serves to define the Region's existing and projected housing needs, and to equitably distribute the needs for all economic segments of the market amongst the localities. The purpose is to ensure that all jurisdictions share the responsibility for addressing regional housing needs, and to avoid concentration of lower-income households in areas where high proportions of such housing already exist. All jurisdictions have adopted the current RHNS, and State Law requires that each jurisdiction's Housing Element contain provisions for addressing its allocated share of Regional need.

The RHNS establishes two forms of housing need allocation to jurisdictions; Regional Share and Fair Share. Regional Share (Table 16) identifies needs for new construction housing units for all income groups (very low, low, moderate, and above moderate), and is the allocation the Housing Element is required to address by State Law. Fair Share (Table 17) is established solely by SANDAG, and identifies the number of lower-income households needing assistance. In conjunction with the Fair Share allocation, SANDAG has developed a 5-year performance goal figure amounting to about 12.5% of total lower-income needs, which serves as a benchmark for the minimum number of households each jurisdiction should assist.

As illustrated in Table 16, Regional Share allocations apply to the period starting January 1989. In the RHNS, SANDAG proportionately reduced the allocations for the period from July 1991 to July 1996 to assist local jurisdictions, since that period closely coincides with local Housing Element update timeframes. While this adjusted figure provides a benchmark, actual local allocations for the 7/91-7/96 period must be determined by subtracting actual local housing construction

activity for 1/89 to 7/91, by income group, from the January 1989 total allocation figure. In Chula Vista's case, total construction activity for the period exceeded SANDAG's interpolation by 1,243 units, and thereby would constitute a reduction of the Regional Share allocation figures shown in the RHNS. The revised remainder of needed construction activity by income group is shown in the right hand column, and in part, forms the basis for the City's Quantified Assistance Objectives and Housing program proposals contained in Part 3.

As shown, Chula Vista was originally allocated 3.3% of the Region's new construction needs, or 5354 units between 1/89 and 7/96, which based on a 1/1/89 City estimate of 48,691 units, represents a 1.5% annual increase. The ability for Chula Vista to accommodate the remaining 2326 Regional Share units for the 7/91 to 7/96 period is discussed with the Resource Inventory on page 26.

TABLE 16
REGIONAL SHARE ALLOCATION
CHULA VISTA AND SAN DIEGO REGION
1989-1996

Allocation by Income Group	REGIONAL NEEDS STATEMENT(1)			Actual City(2) Construction 1/89 to 7/91	City Regional Share Balance 7/91 to 7/96
	Chula Vista 1/89 to 7/96	Region 1/89 to 7/96	C.V. as % Region		
Very Low (23%)	1,232	37,313	3.3	-	1,232
Low (17%)	910	27,579	3.3	282	628
Moderate (21%)	1,124	34,068	3.3	993	131
Other (39%)	<u>2,088</u>	<u>63,269</u>	3.3	<u>1,753</u>	<u>335</u>
TOTAL	5,354	162,229		3,028	2,326

(1) Based on SANDAG Regional Housing Needs Statement - Table A, July 1990.

(2) Based on City records, and construction activity in accordance with State Department of Finance annual reporting.

Table 17 illustrates Chula Vista's Fair Share allocation for lower-income household assistance, and provides the 5-year goal for programs to reach at least 1,058 households, or approximately 212 households per year. In difference to Regional Share, Fair Share goals also include assistance from programs other than new construction such as rehabilitation and Section 8 assistance. Chula Vista's allocation of 4.9% of the region's total lower income households is determined relative to past income, housing, employment, and population trends as provided in SANDAG's RHNS.

TABLE 17
FAIR SHARE
HOUSING NEEDS STATEMENT
CHULA VISTA AND SAN DIEGO REGION
1991-1996

	<u>Existing "Fair Share" Households</u>	<u>Growth "Fair Share" Households</u>	<u>Total "Fair Share" Households</u>	<u>Chula Vista as % of Region</u>	<u>Five-Year Goals</u>
Chula Vista	7,905	561	8,466	4.9	1,058
SD Region	161,320	12,467	173,787		21,728

III. RESOURCES

A. INTRODUCTION/OVERVIEW

Of equal or greater importance to the identification of existing and projected housing needs, is the communities ability, through its land use and infrastructure base, to accommodate these needs. In order to meet the existing and future demand for dwelling units, an adequate number of appropriately zoned and publicly served building sites must be available within the community. The following section presents the activities of the Chula Vista General Plan Update, and illustrates the adequacy of Chula Vista's land base, facilities, and projected development schedules to respond to the anticipated housing needs of all segments of the population, in accordance with projected income distributions identified by SANDAG's Regional Share allocation in Table 16.

B. CHULA VISTA GENERAL PLAN UPDATE

On July 11, 1989, the City Council, after two years of work, adopted the first comprehensive update of the City's General Plan in 15 years. The revised General Plan provides guidance for the City's development through the year 2010, and for the first time designates urbanizing land use patterns for buildout of the entire Planning Area. It represents the potential for significant growth, and is based on a "balanced community" concept providing for development of a variety of residential densities in conjunction with commercial, industrial, and recreational development. The Update also incorporated major revisions to several facilities master plans including circulation, wastewater, drainage, schools, and fire stations, and added a Growth Management Element which defines the City's commitment to ensuring adequate provision of facilities and services in conjunction with growth. Tables 18 and 19 indicate the population, housing, and overall land use growth projections contained in the General Plan Update, and illustrate Chula Vista's ability to continue to provide for its share of the region's housing needs.

TABLE 18
POPULATION AND HOUSING PROJECTIONS
CHULA VISTA GENERAL PLANNING AREA
1988-2010

	<u>1986</u>	<u>1990</u>	<u>1995</u>	<u>2000</u>	<u>2005</u>	<u>2010</u>	<u>1986- 2010</u>
<u>Population:</u>							
Total	131,294	142,700	158,800	177,200	197,050	209,600	--
Change		11,406	16,100	18,400	19,800	12,550	78,306
Ave. Annl.Chg.		2,851	3,220	3,680	3,970	2,510	3,246
<u>Housing:</u>							
Total	48,609	53,570	60,420	67,920	75,911	80,945	--
Change		4,961	6,850	7,500	7,991	5,034	32,336
Ave. Annl.Chg.		1,240	1,370	1,500	1,598	1,007	1,343

Source: Chula Vista General Plan Update - Scenario 4, P&D Technologies

As can be seen in Table 18, buildout projections through the year 2010 indicate an increase of 32,336 housing units, (67%) and a population growth of 78,306 (60%). These increases in housing units and population will actually exceed the expected rates of growth forecast for Chula Vista's GPA in SANDAG's Series 7 as shown in Tables 13 and 14.

TABLE 19
PLANNING AREA LAND USE ACREAGE
CHULA VISTA GENERAL PLAN UPDATE

	<u>Existing City Land Use 1988 (acres)</u>	<u>Total General Update Land Use (acres)</u>	<u>Increase 1988-2010 (acres)</u>
Residential	5,621	19,328	13,707
Commercial	804	1,431	627
Industrial	1,278	2,404	1,126
Public, Quasi-Public and Open Space*	9,721	21,254	11,533

*Includes streets, vacant land, and water.

Source: City Land Use Inventory; General Plan Update, P&D Technologies.

C. LAND USE/RESOURCE INVENTORY

In order to more specifically determine the amount of acreage available for residential development at various densities, the City conducted an inventory of sites using its computerized Land Use Inventory which contains information regarding the land use, general plan, and zoning designations (among other data) for all lands within the Planning Area. In recognition of the differences in residential development capacity and circumstances between the western and eastern areas of the City, the analysis was essentially performed in two parts; the first reviewing the older, developed western area relative to primarily infill and redevelopment potential, and the second focusing on the developing eastern area comprised of large vacant tracts constituent to several master planned communities in various stages of approval and implementation.

Western Chula Vista

Capacity

Table 20 reflects the total development capacity within western Chula Vista based on existing zoning conditions. As can be seen, while some vacant land capacity exists (995 units), the primary capacity resides in "underutilized" land not currently built to its full zoning potential (2,880 units). The largest portion of that growth is associated with parcels zoned for high density (R3). While those 2,267 units represents a significant amount of the City's high density residential capacity, it should be noted that further potential is provided in Eastern Chula Vista (Tables 21 and 22), including a sizeable amount of low and moderate income opportunities guaranteed by existing and pending conditions applied pursuant to the Affordable Housing Policy discussed in Part 3 (p. III-4).

Based on historic construction activity, an annual average of approximately 250 infill units have been built in the western area. The majority of those units were higher density multi-family on underutilized R3 zoned properties. While the City supported some of that development through density bonus, public housing and assistance to non-profits, the activity has largely occurred through the private sector without the need for specific policies/programs to encourage it. Given the remaining potential of such land, and current project application activity, the City anticipates similar construction levels over the next five years, for a total of approximately 1,000 units. The City will continue to support this development through density bonus, public housing, and non-profit ventures in conjunction with a variety of City and other funding assistance as outlined under Objectives 2 and 3 in Part 3 of this

document. As an illustration, through projects either approved, pending, or anticipated, some 300 of the 1,000 total units forecast are expected to be lower-income affordable.

TABLE 20
RESIDENTIAL CONSTRUCTION CAPACITY
VACANT AND UNDERUTILIZED LAND
CHULA VISTA CITY LIMITS
1990

<u>Residential Density</u>	<u>Zoning Districts</u>	<u>Vacant Acres</u>	<u>Potential Units</u>	<u>Under- Utilized Land Potential Units</u>	<u>Total Potential Units</u>
Low (0-3 du/ac)	RE, R-1-15	32.61	69	13	82
Low-Medium (3-6 du/ac)	R-1-10, R-1, R-1-5	154.51	569	157	726
Medium (6-11 du/ac)	R2, R2T, R2X, R3L	9.99	119	377	496
Med. High (11-18 du/ac)	R3M, R3T, R3G	2.28	35	66	101
High (18-27+ du/ac)	R3	<u>8.58</u>	<u>203</u>	<u>2267</u>	<u>2470</u>
TOTALS		207.97	995	2880	3875

Note: Potential units indicated were derived using general density formulas and are subject to change predicated upon actual project proposals, and the outcome of the General Plan/Zoning Consistency Study discussed on page II-41.

Public Facilities and Services

The developed western area is already substantially served by existing public facilities and infrastructure. The City Engineering Department continues to develop and implement an ongoing 5-Year Capital Improvement Program which includes a one-year priority and funding strategy. That funding is provided from many sources including gas tax, state sales tax measures, CDBG, State and Federal grants, and local fees and assessments. Current year funding commitments total approximately \$11 million. Along with the CIP, the City has initiated a 20-year Neighborhood Revitalization Program (NRP) in South Chula Vista. The purpose of NRP is to construct all of the missing public improvements in each targeted neighborhood.

Within both the 5-year and one-year CIP, several major improvements are planned to provide capacity for growth in the western area including 2 main sewer trunk upgrades, the reconstruction and widening of 5 major streets, and the completion of a major drainage channel with the Corps of Engineers. With needed major facilities either in place, or planned and funded, most infill residential projects only need to address minor on-site improvements, and the payment of general public facilities impact fees.

The City has two specific revenue sources which can be used to fund infrastructure projects which will support infill residential projects. CDBG funds (\$1.3 million annually) can be used in conjunction with housing projects in low-income census tracts. The Redevelopment Agency's Low and Moderate Income Housing Fund (\$1 million annually) can be used for offsite improvements which improve or increase the supply of affordable housing.

Examples of how these funds have been used include:

- . A grant of \$800,000 from the Low and Moderate Income Housing Fund for infrastructure development for the Brandywine project. Brandywine consists of 168 condominium units, 126 of which were sold to first-time moderate-income homebuyers.
- . A grant of \$275,000 from the Low and Moderate Income Housing Fund for sewer and development impact fees for the Silvercrest senior housing project. When Silvercrest is completed, it will provide 75 units for very low-income seniors.
- . An appropriation of \$345,000 from the Low and Moderate Income Housing Fund for missing street and lighting improvements in Otay, a low-income neighborhood.
- . Expenditures of \$2.3 million in CDBG funds to acquire a 6-acre site for a new library in a low-income area and \$1.5 million in CDBG funds to renovate and expand the Norman Park Senior Center in downtown Chula Vista.

- . Expenditure of \$1.8 million in Redevelopment funds for a new Youth Community Center, which is located one block from a proposed 16-unit family public housing development.

The City will continue to undertake pre-planning efforts to ensure that adequate public facilities and services are in place to accommodate infill residential capacity in western Chula Vista, and will provide assistance, pursuant to Objective 12 on page III-34.

Growth Management

The growth management measures discussed on pg. II-41 are not seen to negatively impact the development capacity of parcels represented in Table 20 based on the following:

- Capacity is based on existing zoning. As Section 19.80.070 of the Municipal Code pertains to upzonings, this capacity would not be reduced by those provisions. Future rezonings could potentially be impacted, but only in such instance that more than one incremental increase in residential zone(s) is being requested. As the majority of capacity exists on parcels already zoned as R2 or R3, the "2 year" clause is not a barrier. To date, no projects have been delayed by the Controlled Growth Measure.
- The Capital Improvement Program is, in part, intended to identify and ameliorate conditions which could contribute to project's inability to comply with Threshold Standards. Adequate police and fire service are available, and the school districts are working to ensure adequate future capacity will be available.

EASTERN CHULA VISTA

Capacity

Table 21 illustrates the total remaining residential building capacity of the master planned projects in Eastern Chula Vista which are within the City limits. These projects were approved under the City's Planned Community Zone (PC) which allows for development of a variety of housing densities, commercial, industrial, parks, and other uses in a comprehensive, coordinated living environment through submission and approval of a General Development Plan (GDP), or master plan. That GDP is then implemented through submission of a more detailed Sectional Planning Area Plan(s) (SPA), and ultimately submission maps.

The City also has three master planned projects currently under review which are outside the City limits but plan to annex; Salt Creek Ranch, and Rancho San Miguel, and Telegraph Canyon. Salt Creek Ranch has received GDP approval, and will be moving toward SPA and tentative map review within the next year. Rancho San Miguel and Telegraph Canyon are still in the preliminary planning stages, but could see some construction prior to 1996. Table 22 indicates the total residential capacity associated with each project.

TABLE 21
RESIDENTIAL CONSTRUCTION CAPACITY
EASTERN CHULA VISTA
MASTER PLANNED PROJECTS
CHULA VISTA CITY LIMITS
1990

<u>Project</u>	<u>Low (0-3 ac)</u>	<u>Low (3-6 du/ac)</u>	<u>Medium (6-11 du/ac)</u>	<u>Med. High (11-18 du/ac)</u>	<u>High (18-27+ du/ac)</u>	<u>Totals</u>
EastLake Village Ctr	--	--	--	--	405	405
EastLake Greens	97	944	919	814	-	2774
EastLake Trails	--	1260	--	--	--	1260
EastLake III	746	255	260	374	200	1835
Sunbow	--	1128	160	444	214	1946
Rancho del Rey I	66	701	462	975	--	2204
Rancho del Rey II	--	533	243	--	--	776
Rancho del Rey III	--	314	838	228	--	1380
Salt Creek I	--	169	237	144	--	550
Woodcrest S.W.	--	54	--	--	--	54
Woodcrest T.N.	--	--	123	230	--	353
TOTALS:	909	5358	3242	3209	819	13,537

TABLE 22
RESIDENTIAL CONSTRUCTION CAPACITY
EASTERN CHULA VISTA
MASTER PLANNED PROJECTS
CHULA VISTA PLANNING AREA
1990

<u>Project</u>	<u>Low (0-3 du/ac)</u>	<u>Low Med. (3-6 du/ac)</u>	<u>Medium (6-11 du/ac)</u>	<u>Totals</u>
Salt Creek Ranch	869	1442	405	2716
Rancho San Miguel	1522	96	--	1618
Telegraph Canyon	--	350	--	350
TOTALS:	2391	1888	405	4684

The master plans indicated in Tables 21 and 22 encompass thousands of acres of vacant land representing a substantial amount of variety of residential development. Each of the plans are at different stages of implementation ranging from an approved GDP to SPAs, subdivision maps, and under construction as indicated by Table 23. In accordance with anticipated changes in this status as the projects progress over the next five years, and through survey of the respective developers, Table 24 represents a forecast of anticipated residential construction activity by unit type for the 1991-96 planning period. The unit type format provides a better indication of potential housing costs, and serves as an indicator of the level of for-sale and rental assistance programs which may be needed. The "approved" projects have satisfied growth management requirements, and "proposed" projects are those whose compliance plans are pending review and adoption concurrent with their SPA plan approvals. The 6230 units anticipated represents about 34% of the 18,221 total units in Table 21 and 22.

TABLE 23
IMPLEMENTATION STATUS
EASTERN CHULA VISTA
MASTER PLANNED PROJECTS
1991

<u>Project</u>	<u>Submitted</u>	<u>Approved GDP</u>	<u>Approved SPA(s)</u>	<u>Approved Subdivision</u>	<u>Under Construction</u>
EastLake Village Center			X		
EastLake Greens					X
EastLake Trails		X			
EastLake III		X			
Sunbow				X	
RDR I					X
RDR II				X	
RDR III				X	
Salt Creek I					X
Woodcrest S.W.					X
Woodcrest T.N.					X
Salt Creek Ranch		X			
Rancho San Miguel	X				
Telegraph Canyon	X				

TABLE 24
5 YEAR CONSTRUCTION FORECAST
EASTERN CHULA VISTA
MASTER PLANNED PROJECTS
1991

EASTERN CHULA VISTA PROJECTS	DWELLING UNIT TYPE				TOTAL
	SFD	SFA	CONDO	APTS	
APPROVED -					
SALT CREEK I	115	148	110		373
SUNBOW	665	143	178	165	1151
EASTLAKE VIL. CEN.				75	75
EASTLAKE GREENS	890	472	424	140	1926
R.D.R. SPA I	515	235			750
R.D.R. SPA II	385				385
R.D.R. SPA III	70	155	145		370
sub total:	2640	1153	857	380	5030
as percentage:	52.5%	22.9%	17.0%	7.6%	
PROPOSED -					
EASTLAKE TRAILS	50				50
EASTLAKE III				41	41
SALT CREEK RANCH	676	186		62	924
RANCHO SAN MIGUEL	42				42
TELEGRAPH CANYON	143				143
sub total:	911	186	0	103	1200
as percentage:	75.9%	15.5%	0.0%	8.6%	

TOTAL:	3551	1339	857	483	6230
AS PERCENTAGE:	57.0%	21.5%	13.8%	7.8%	

With respect to low and moderate-income affordability, it should be noted that the "approved" projects have already been conditioned to provide such units under the Affordable Housing Policy (AHP), and proposed projects will be conditioned with subdivision map approval. The AHP is discussed on pages III-4 to 7. Pursuant to those conditions, more than 350 low-income units are anticipated as reflected by the Quantified Assistance Objectives on pg. III-2.

Public Facilities and Services

In accordance with the City's various growth management requirements, public facilities and services needed to support the construction anticipated in Table 24, and beyond, are either already in place or have planned financing and schedules linked to adopted phasing plans.

These plans, known as Public Facilities Financing Plans (PFFP), are required concurrent with SPA Plan approval. In addition to these PFFP's several projects had approved development agreements prior to the onset of expanded growth management efforts in late 1989.

The City has, and will continue to use, a variety of mechanisms to ensure that infrastructure and services are provided in a timely manner including assessment districts, reimbursement agreements, improvement districts, community facilities districts, bonding, and the collection of public facility and transportation impact fees.

As examples, three 6-lane roadways (East H Street, Otay Lakes Road, and Telegraph Canyon Road) needed to support master planned developments were recently completed, and a principal flood control channel is nearing completion. An elementary school was built in EastLake, and the high school is nearing completion. Along with roadway improvements, several new main sewer trunk, and upgrades to several existing lines were also completed.

Growth Management

As previously indicated, several of the master plans have substantially complied with growth management requirements as provided through their development agreements and/or PFFP's. Therefore, the development forecast in Table 24 will not be impacted by growth management measures which are geared toward the provision of adequate facilities and services in advance of, or concurred with growth. To date, compliance with growth management measures has not created a barrier to residential development. The City has authorized an average of 1100+ dwelling units annually since 1987 when the first growth management measures were enacted.

With respect to the Controlled Growth Measure adopted in 1988 (Chapter 19.80 of the Municipal Code), Section 19.80.070 exempts property zoned as part of a planned community. As all of the Eastern Chula Vista master planned developments presented in Tables 21 through 24 employ "Planned Community (PC)" zoning, they are exempt from the 2-year upzoning provision.

IV. CONSTRAINTS

A. OVERVIEW

As required by State law, this section of the Housing Element includes an identification and discussion of various constraints, both unique to and beyond the community, that may inhibit the development, maintenance, or improvement of housing for all income levels. There are two primary realms of possible constraints; governmental and non-governmental. Governmental constraints address such matters as land use controls, building codes and enforcement, site improvement requirements, permits and processing procedures, and fees and other exactions. Non-governmental constraints include such issues as availability of financing, price of land, and costs of construction.

B. GOVERNMENTAL CONSTRAINTS

B.1 Land Use Controls

The various policies and regulations contained in the City's General Plan and Zoning Ordinance have a direct impact on the ability to provide not only affordable housing, but housing for all income groups. Excessive constraints exercised through inadequate land use and zoning opportunities to provide a wide variety of types and densities of housing can preclude the attainment of housing objectives. As previously illustrated in the "Resource Inventory" discussion (pgs. 32-37), the City's recently updated General Plan designates substantial areas of vacant land for residential development at a variety of densities, and additional multi-family units are represented by underutilized land in the older central area. Much of the vacant land is proposed for development under the "Planned Community (PC) Zone" which permits the use of flexible development standards, and tailored density and unit type mixes. In addition to the PC zone, the Zoning Ordinance provides for a wide variety of residential uses, including its exclusive Mobilehome Park (MHP) zone, and further supports affordable housing through its density bonus provisions, and related allowances for reduced or modified standards through the Precise Plan (P) modifying district. Additionally, the Ordinance provides for mixed use development, and the construction of residential projects in certain commercial zones.

Conclusively, the City's Land Use controls do not at this time present significant constraints to meeting housing objectives, and actually provide a generally supportive framework.

General Plan/Zoning Consistency Study

When the General Plan Update was adopted in July 1989, evaluation was undertaken for the older areas of the City west of Interstate 805 to determine in what specific areas the new General Plan and the existing zoning were not in full consistency as required by State law. The result was identification of several areas primarily within the Central Community, where zoning conflicts were present. The City is currently in the process of performing detailed analysis of these areas in developing a recommended course of actions, involving both general plan amendments and rezonings, to achieve required consistency. Where potential residential density reductions arise, the City will evaluate their impact on affordable housing provision prior to reaching a final recommendation for action.

In order that the intents of the updated General Plan be recognized while the Consistency Study is undertaken, the City Council adopted an interim measure to address processing of project proposals in affected areas. Where projects propose implementation in accordance with existing zoning in conflict with the new General Plan, the measure requires a general plan amendment to be processed.

Otay Water District Allocation Program

One of two water districts serving the Chula Vista Planning Area, Otay Water District recently adopted an allocation program due to existing infrastructure inadequacies involving distribution and terminal storage facilities. Scheduled completion of an additional supply pipeline to the South Bay area in 1994-95 will correct inadequacies. In the interim, the District has restricted annual water allocation for development to approximately 1,900 units. Otay's projections indicate Chula Vista will receive between 700-1000 units/year of this total district-wide allocation, which compares favorably with the 714 units/year average derived from the RHNS' Regional Share (Table 16). Additionally, the western half of the City is served by the Sweetwater Authority which has no such restrictions on water availability.

B.2 Growth Management

In order to ensure the adequate and timely provision of facilities and services in conjunction with growth, and to protect residents "quality-of-life", Chula Vista has adopted growth management provisions through a series of efforts as follows:

- a. Threshold Standards: Adopted in November 1987, the "thresholds" established performance criteria and standards for eleven (11) public facilities and services to ensure residents "quality-of-life" in conjunction with growth. They addressed such matters as minimum "Level of Service (LOS)" to be maintained on roadways, police and fire response times, minimum park acreage and library square footage per 1,000 persons, and guarantees for school, water, and sewer service as examples.

The Standards included two types of implementation measures, those for application by staff on a project-by-project basis, and those to be applied City-wide on a periodic basis. For the latter, a Growth Management Oversight Commission (GMOC) was formed and tasked with an annual review and report on city-wide compliance.

A survey of existing levels of service, and acceptable standards was performed so as to establish a basis from which measurements could occur.

- b. Controlled Residential Development Ordinance (Citizens Initiative): Enacted in 1988, establishes residents desires to protect the "quality-of-life" by requiring all facilities and services needed to accommodate growth to be provided in a timely manner. In addressing the rate of growth in older areas, it established a clause limiting the degree of residential rezoning which could occur on property within any two-year period.
- c. Growth Management Element: Incorporated with the General Plan Update in April 1989, it sets forth the City's goal, objectives, and policies related to protection of residents quality-of-life. Established a City commitment consistent with the concept of the Threshold Standards and Controlled Residential Development Ordinance.
- d. Growth Management Program: Adopted in April 1991, it serves as the implementing mechanism for the Growth Management Element of the General Plan. It sets a foundation for carrying out City development policies by directing and coordinating future growth to ensure timely provision of public facilities and services. As such, its primary focus is Eastern Chula Vista where large tracts of vacant land are to be developed. The Program document sets forth guidelines for relating development phasing to facilities master plans at the project level, and establishes requirements for facilities guarantees at various stages of project planning and review.

- e. Growth Management Ordinance (C.V. Municipal Code Chapter 19.09): Enacted in May 1991, it codifies Growth Management intents, standards, requirements and procedures related to the review and approval of development projects.

The State Department of Housing and Community Development (HCD) has developed several questions to evaluate the impacts of growth management measures on the provision of adequate housing opportunities, since some measures employ either directly, or indirectly, limits on the amount and type of growth to occur in a given time period. The following provides a response reflective of Chula Vista's growth measures impacts on housing provision.

- Are the actions based upon actual and clearly defined environmental or public facilities constraints?

The principal foundation of the City's various measures is recognition that large scale future growth creates tremendous demands for public facilities and services, which if not adequately addressed, will result in shortages detrimental to public health, safety and welfare. Development of the Growth Management Program involved preparation of several facilities master plans sufficient to support the land use base of the updated City General Plan consistent with adopted Threshold Standards. Preparation of those master plans included a comprehensive survey and analysis of existing conditions and levels of service.

Thresholds Standards are applicable city-wide, although the Growth Management Program is targeted toward Eastern Chula Vista where large vacant tracts of land are being developed. Through the Implementing Ordinance (CVMC,

Chapter 19.90) discretion is reserved to exempt those projects which through their size and/or location do not possess potential to significantly impact facilities and services. This level of significance is defined through the environmental review process on each project which specifically measures related facility and service needs, and in comparison to Threshold Standards performance, identifies if mitigating actions are necessary.

In such instance that a project, due to its location and/or timing, is required to provide a facility(ies) exceeding its needs, a benefit assessment is made to determine the amount and/or location of additional development being served, and appropriate financing mechanisms and reimbursement agreements are established.

- Do the actions set the localities' new construction maximums above its new construction need, including the jurisdiction's share of the region's housing needs?

The City's ability to accommodate Regional Share allocations is not impacted, as the measures do not establish any form of building cap. Rather than attempting to artificially limit growth, the measures are aimed at ensuring the adequate and timely provision of facilities and services needed to support growth produced by market forces. As illustrated in Table 1 (pg. I-3) substantial new construction occurred during the previous planned period, and current forecasts indicate an annual residential construction rate of approximately 1,200 units City-wide. That rate exceeds the average Regional Share rate of 714 units/year, and includes approximately 200 units/year of infill construction in Western Chula Vista generally not affected by the measures.

- Is the locality taking all reasonable and available steps to relieve the constraints that make growth limitation necessary?

As indicated above, growth "management", rather than growth "limitation", is the City's focus. The various growth measures are designed to form a comprehensive program to ensure necessary infrastructural and service provision in a pre-planning manner so as to avoid inadequacies which would result in growth limiting constraints.

- Does the City provide adequate incentives to encourage the development of housing affordable to low and moderate income households, consistent with the locality's share of the region's housing needs for all income levels?

With no specific limits on the amount and type of development under the growth management measures, specific additional incentives to overcome growth management created constraints on low and moderate income housing production are not necessary. Outside the scope of growth management, the City has provided adequate incentives (density bonus, financial assistance, etc.) in the past as evidenced by performance in excess of previous affordable goals. Profiles of dwelling unit completions by type (Table 1) indicate construction of a variety of housing products responsive to all income groups.

As indicated in Part 3 of this document, the City proposes to continue providing incentives to encourage and support the production of low and moderate income housing. Examples of those incentives include flexible development standards through the PC zone (such as density aggregation or clustering), density bonus; and direct and indirect financial assistance for land acquisition, infrastructure, and home purchase through programs such as Mortgage Credit Certificates (MCC's).

- Does the City control industrial and commercial development that may increase the need for housing?

While commercial and industrial developments are subject to compliance with applicable Threshold Standards, the City's growth measures do not place specific controls on the amount or rate of that development. With respect to concepts of "jobs/housing balance", the City possess a substantial residential base from which housing needs created by commercial and industrial development can be met. From an overall land use perspective, Table 19 (pg. II-31) illustrates that Chula Vista has been, and will continue to be, a predominantly residential community.

- Are the controls conditioned to be removed upon removal of the justifying constraints?

The Threshold Standards, and the Growth Management Element and Program are designed for the continued guidance and management of growth to ensure the timely and adequate provision of infrastructure and services. Should the matter of facility and service adequacy be resolved upon substantial buildout of the Planning Area, it is feasible that changes in growth management measures could occur.

B.3 Building Codes and Enforcement

The City Building Department administers and enforces the Uniform Building Code which ensures construction in accordance with widely adopted health and safety standards. While the City may establish standards beyond those provided in the Code, these standards do not significantly affect or increase the cost of construction. As previously discussed in the Needs Assessment, the Code Enforcement Division administers a proactive program of community outreach in attempt to prevent Code violations from reaching a point of costly remedy.

B.4 Improvement Requirements/Development Standards

The City has a variety of requirements established by both the Zoning Ordinance, and plans and programs administered by the Engineering Department. The majority of these requirements are those necessary to ensure adequate livability and lasting value in housing such as sewers, streets, curb-gutter-sidewalk, lighting, drainage, recreational open space, parking, etc. While there are definite costs associated to these, they are those which are incidental to the provision of a sound living environment. In such instance that a developer is required to provide improvements which may offer service beyond that of the project, the City has and will use either reimbursement districts, or other methods of equitable compensation. In the case of certain affordable housing projects, such as those for seniors, the City has allowed the reduction of standards to help offset costs. The City also proposes to consider possible financial participation in the construction of infrastructural improvements as a method of "additional incentive" under the State's revised Density Bonus Provisions.

B.5 Processing, Permits, Fees, and Exactions

a. Project Processing

The extent and duration of project processing varies widely by type of application. Residential projects requiring subdivision of land will experience an extended period of review, and/or those projects which required additional regulatory approvals such as rezonings or conditional use permits. Regardless, the processing required is that necessary to comply with the law and ensure proper and thorough review without comprising environmental quality or public safety.

The City has and will continue to use "fast-track" processing to expedite projects, such as those providing affordable housing. This "fast-tracking" can be accomplished primarily in two ways, the first being re-prioritization of work to focus staff resources to these projects. The second is the institution of "parallel processing" whereby normally sequential approval processes are run concurrently, such as environmental review, design review, site plan review and architectural plan check. The result is a substantial savings of time in achieving complete project approval and the start of construction. However, to date, the application of fast-track procedures has not occurred in a consistent manner, and no specific policy or procedures exist for expediting affordable housing project proposals. It is proposed in Part 3, that such policies and procedures be developed and implemented.

b. Fee Schedules

Like many other cities in San Diego County attempting to deal with substantial improvements to infrastructure and the expansion of services necessary to meet demands induced by rapid growth, Chula Vista has found the need to revise and expand its fees in order to maintain service levels. While fees have increased, the City has expended great efforts in developing equitable methods to ensure the fees are only those necessary to address the actual impacts of development, and ensure timely implementation of required facilities.

Table 23 provides the most recent County wide comparison of processing and impact fees available (1990) as provided by the Construction Industry Federation (CIF), and referenced in SANDAG's RHNS. As indicated in the table, Chula Vista compares favorably with other jurisdictions of similar size and complexity. To further illustrate Chula Vista's relative position within the region, and provide an estimate of impact useful in constraints assessment,

TABLE 23

PROCESSING FEES

1990/1991 Construction Industry Federation Regional Fee Survey

	Carlsbad	Chula Vista	Coronado	Del Mar	El Cajon	Encinitas	Escondido	Imperial Beach	La Mesa	Lemon Grove	National City	Oceanside	Poway	San Diego	San Diego County	San Marcos	Santee	Solana Beach	Vieta
Certificate of Compliance	\$240/lot	\$231	\$175	\$ 365 + \$600 d	\$100	\$250d	\$225	\$100	\$85	\$25/lot	\$200	\$200	\$1000	\$1000	\$400/lot	\$100	n/a	\$250	\$185
Design Review	\$250	\$200 or \$600	\$150	\$180	\$0	\$500, 800 or 1200d	\$100	\$150	\$265	n/a	n/a	n/a	\$225	not provided	\$1850 + 1000d	\$200	00075 - 003 of BP value + \$480	n/a	n/a
General Plan Amendment	\$1050 or \$2100	\$2000 - 4000 d	\$1000	\$1190	\$750	\$950d	\$474	\$850	\$715	\$300 + \$1000 d	\$490	\$3202, 3048, 5016	\$1000	not provided	\$1300 + 5580 d	\$ 500 - \$1000	\$1000	\$1700	\$3480
Planned Development	\$3680 or \$10500	\$8000d PRD \$600d PCO/POD	n/a	n/a	\$400	specific plan	\$3500	\$0	\$0	\$250-400	\$400	n/a	\$1650	\$1850	Subdivision + CUP fees	Subdivision + CUP fees	n/a	n/a	\$140
Rezone	\$280, 790 or 1970	\$3000d	\$1000	\$1190	\$400	1500d	\$250, 750 or \$1875	\$800	\$715	\$300 + \$8/acre	\$640	\$2574 - \$5147	\$1600	\$1750	\$3775 + \$1000d	GPA fees	\$1550	\$1500	\$2410
Site Plan	\$2630 or \$5250	\$150 or \$250	n/a	n/a	\$250	design review	\$1000	\$300	\$265	n/a	\$150	n/a	n/a	n/a	\$1850 + 1000d	\$350 apartments	n/a	\$800	\$1845 com 1545 ind 3395 apt
Special Use Permit (CUP)	\$280	\$1000 - 2000d	\$500	\$715	\$100	\$1700d	\$2500	\$650	\$485	\$375	\$400	\$1238	\$1600	\$1750	\$3700 + \$1000d	\$350	00075 - 003 of BP value + \$1130	\$1500	\$2885
Specific Plan	\$1580, \$250, 1280	\$390	n/a	n/a	\$400	\$4000d	\$10K minor \$20K major	\$850	\$715	n/a	\$400	\$2120	varies	not provided	\$18450 d	GPA fees	\$1000	n/a	\$3190
Variance	\$530	\$175	\$300	\$366	\$100	\$400d	\$250	\$180	\$385	\$120	\$350	\$1986	\$275	\$2200	\$1000	\$100	\$500	\$800	\$302
Tentative Parcel Map	\$1580	\$2500d	\$700	\$595 + 120 /lot + 450d	\$500 + \$5/lot	\$700d	\$800	\$550	\$ 440 + \$30/lot	\$875	\$300	\$ 876 + \$49/lot	\$500	\$2200d	\$ 2700 + \$500d	\$300	\$900 + \$1000/lot	\$1015	\$825
Final Parcel Map	\$1580	\$2000d	\$300	\$120/lot + \$700d	\$300 + \$5/lot	\$950d	\$1250 + \$20/lot	\$600	\$315	\$1000	\$0	\$400 + \$35/lot	\$1000 /sheet	not provided	\$ 5000d	\$100	\$700 + \$20/lot	\$550 + \$20/lot	\$0
Tentative Subdivision Map	\$1050	\$2000d	\$1500	\$1780 + \$500d	\$650	\$2000d	\$1132	\$800d	\$850	\$390	\$700	\$3416	\$1650	\$2200d	\$900 + \$6000d	\$600	\$2000	\$2090	\$3375
Final Subdivision Map	\$2630	\$5000d	\$400	\$1200 + \$700d	\$350	\$950d	\$1450	\$600d	\$1600	\$5000	3% of improvements	\$750	\$1000 /sheet	\$2200d	\$5000d	\$270	\$900	\$950	\$260
Environmental Initial Study	\$210	\$500d	\$250	\$295	\$100	\$400d	\$750	\$150d	\$220	\$125	\$100	\$1152	\$100	\$1750d	\$900	\$100	\$300	\$0	\$1485
Environmental Impact Report	\$2100	\$5000d	\$1000	\$595 + costs	\$750	cost + 15%	\$2000 or 4000	\$650d	\$1000d	cost + 10%	\$850 + costs	\$6618	cost + 20%	\$5500d	\$5000, 6000 or 9000d	\$1000 + costs	\$1250-2500 + 120% costs	costs + 8%	\$800+ 120% costs

KEY

f - fee
d - deposit
n/a - not applicable
ADT - average daily trip
EDU - equivalent dwelling unit
MFD - multiple-family dwelling
SFD - single-family dwelling

Subdivision Fees are based on a project with ten lots on ten acres.

This survey is intended for general purpose use. Every effort has been made to ensure the accuracy of the information presented. The Construction Industry Federation accepts no liability for loss connected with use of the C.I.F. Regional Fee Survey.

DEVELOPMENT & IMPACT FEES

PUBLIC FACILITIES

Carlsbad	—	3.5 % of building permit valuation, housing & non-residential.
Chula Vista**	—	<u>West of I-805</u> <u>East of I-805</u>
residential	\$ 1,047 / unit	\$ 1,374 / unit
commercial	\$10,462 / acre	\$ 6,277 / acre
Industrial	\$ 6,277 / acre	\$ 8,240 / acre
Escondido	—	\$ 2,259 /unit \$1.33 /sf - non-residential.
Oceanside	—	\$ 503 / unit. \$0 non-residential.
San Diego City	—	(see sidebar)
San Marcos	—	\$6,452/SFD, \$5,377/MFD. \$18,156 or \$28,493 per industrial acre. \$47,378, \$54,839 or \$60,963 per commercial acre. Higher fees apply to more intense use.
Solana Beach	—	1% of building permit valuation.
Vista**	—	\$ 150 / unit. \$ 938 per commercial acre. \$ 572 per industrial acre.

** Increases expected in early 1991

SCHOOL FEES — State law allows school fees of up to \$1.58 per residential square foot and \$.26 per square foot of commercial, industrial or senior residential projects. Most districts charge the maximum allowed.

PUBLIC ART — Escondido imposes an "in-lieu impact fee" to fund an art in public places program. All development projects are charged \$.30 per square foot, with the first 1800 square feet exempt

PARKLANDS

Per single family detached home (SFD).

Carlsbad: \$ 786 in park districts 1-3, \$ 983 in district 4.
\$.40 per industrial sq. ft., facility management zone 5 only.

Chula Vista:	1,680
Del Mar:	770
El Cajon:	300
Encinitas:	1,526 — 2,321
Escondido:	2,289
Imperial Beach:	1,100
La Mesa:	550
Lemon Grove:	200
National City:	125
Oceanside:	958
Poway:	2,500
Santee:	3,258
San Diego City:	(see sidebar)
San Diego County:	400 - east county, 800 - mid-county; 1,000 - coastal area.
San Marcos:	(\$3,414; but included in public facility fee)
Solana Beach:	600
Vista:	1,290

TRAFFIC MITIGATION

Fee per SFD -- divide by 10 to get fee per ADT; (except for Santee: divide by 12).

RESIDENTIAL -----

Carlsbad: \$ 600—area 1, \$670—area 2.
Additional \$ 530 in overlapping B & T area.

Chula Vista (East): \$ 3,080

Encinitas: \$ 900

Escondido: \$ 1,930

Oceanside: \$ 1,650

Poway: \$ 660 if 1/2 acre or less,
\$ 990 if over 1/2 acre (15 ADT's).

San Diego City: (see sidebar).

San Marcos: Included in facility fee.

Santee: \$ 2,256

Vista: \$ 1,200

NON-RESIDENTIAL -----

Carlsbad: \$ 10 ADT.

Chula Vista (East): \$122,400 acre - commercial
\$ 61,200 acre - industrial

Encinitas: \$ 90 ADT.

Escondido: \$ 49 ADT; fees are per s.f.

Oceanside: \$ 41.25 ADT.

Poway: \$ 16.50 ADT.

Santee: \$ 89 ADT - commercial
\$178 ADT - Industrial

Vista: \$10 ADT - commercial
\$75 ADT - Industrial

SEWER & WATER

Capacity fee per EDU. SEWER WATER

Carlsbad	\$ 1,250	\$ 1,713
Chula Vista	2,220	300 - 800
Coronado	850	0
Del Mar	975	1,140
El Cajon	1,728	490
Encinitas	2,600	3,165
Escondido	4,790	3,670
Imperial Beach	2,400	0
La Mesa	1,190	490
Lemon Grove	2,831	490
National City	1,540	n/a
Oceanside	1,565	1,095
Poway	2,856	2,515
San Diego	3,865	1,960
San Diego County	2,000	0 - 3,500
San Marcos	2,400	2,700
Santee	489	490
Solana Beach	4,500	2,600
Vista	1,782	225

DRAINAGE & FLOOD CONTROL

Fees range widely due to drainage basin characteristics.

Carlsbad	—	Fees range \$ 200 - 4445 per acre; ten fee areas. Median fee - \$ 2465
Chula Vista	—	\$ 3299 / acre; Telegraph Canyon Basin only.
Encinitas	—	\$.21 per sq. ft. of new impervious surface area.
Escondido	—	Fees range \$ 1000 - 8000 / acre, depending on basin.
Oceanside	—	Fees range \$ 1479 - 9574 / acre. Median fee - \$ 3785.
Poway	—	Fees range \$ 950 - 2600 / acre. Median fee - \$ 1385.
San Marcos	—	Fees range \$ 1343 - 10474 / acre; six fee areas. Median fee - \$ 7006.
Santee	—	\$ 597 / unit, \$ 17313 / acre, or \$.43 per sq. ft. of net impervious area.
Vista	—	Fees \$ 1584 - 3431 / acre; ten areas. Median fee - \$2384.

CIF also compiled a comparison of total fees that would be required of a building permit application for a prototype home. Table 24 illustrates the results of the survey, which ranked Chula Vista #8 out of 19 jurisdictions.

TABLE 26
TOTAL FEE COSTS TO BUILD A PROTOTYPE HOME (JAN. '91)

1	Escondido	\$21,507
2	San Marcos	19,131
3	Poway	16,740
4	San Diego City	15,755
5	Carlsbad	15,742
6	Solana Beach	14,590
7	Encinitas	14,527
8	Chula Vista	14,193
9	Santee	12,397
10	Oceanside	12,012
11	Vista	10,791
12	San Diego County	9,279
13	Imperial Beach	8,567
14	Lemon Grove	8,459
15	Del Mar	8,222
16	La Mesa	7,733
17	El Cajon	7,645
18	National City	6,443
19	Coronado	5,908

CIF PROTOTYPE HOME: Three bedroom, two bath single-family detached home. 1800 square feet living area. 400 square feet garage and 240 square feet patio. Approx. \$139,000 valuation (calculated by each jurisdiction). Type V wood frame construction. 100A single phase electrical. 100,000 Btu FAU gas service, and a common set of fixtures.

As stated in past Housing Elements, and included in Part 3 of this Element, the City will continue to consider subsidizing or reducing certain fees for affordable housing projects where such subsidies or reductions are clearly necessary to create the required project economics.

Since application of subsidies or reductions have previously not occurred in a consistent fashion, or under the direction of specific policies and procedures, it is proposed that such be developed. The policies and procedures should address analysis which establish criteria for determining the level of assistance necessary, including pro-formas, and evaluate the relative impact reductions may have on overall budgets for facilities and service plans.

C. NON-GOVERNMENTAL CONSTRAINTS

C.1 Financial Availability

The availability and cost of financing for both new construction and home mortgages are a major component of housing affordability. The previous analysis of 1988 mortgage lending, in select census tracts, previewed lending practices in the newly developed areas, and older, more established areas of Chula Vista. The following discussion looks at the availability of conventional lending for multi-family and home mortgages.

Multi-Family

According to 1988 HMDA data analysis, multi-family lending was made available in every census tract in the City for the purposes of new construction and/or purchasing of existing housing complexes. City-wide multi-family lending exceeded \$30,000,000 on 36 loans, and \$19,305,900 on 221 non-occupant loans. While it appears that money was available, without specific information regarding credit terms, it is inconclusive to find that lending conditions were restrictive. However, as it can be stated that increases in interest rates and other such changes in the finance arena tend to inhibit construction, the City is proposing to assist developers in availing themselves of alternative and supplemental financial assistance available through consortiums such as SAMCO and CCRC.

Home Mortgage Lending

The following page contains the table "marketplace" of mortgage borrowing rates taken from the San Diego Business Journal (10/90). It indicates that interest rates are still around 10% for a 30-year fixed rate loan of under \$187,450 in value. The median resale price of homes in the San Diego area is \$160,000-\$170,000, which using a 95% loan, would be affordable to a household with income in excess of \$60,000, of 158% of the area median. Under the current market conditions, condominiums become the "affordable home ownership opportunity". In summary, the high cost of housing continues to rise which restricts the number of new homebuyers into the market place without special programs like deferred secondary loans from parents, the State, or local agencies.

As illustrated above, as interest rates rise more and more households can no longer qualify for home mortgages without special assistance programs such as that mentioned above. Additional assistance programs are proposed in Part 3.

MARKETPLACE

MORTGAGE AND BORROWING RATES

Adjustable-rate mortgage (below \$187,450)

Lender	Rate—%	Down—%	Points	Index	Margin	Annual Cap—%	Payment Cap—%	Lifetime Cap—%	Phone
TCS Mortgage Banking	6.85	10	1.25	1 yr. T-bill	2.5	na	7.5	14.125	452-8000
Allegis Mortgage	6.9	20	0	11th district	2.625	na	7.5	13.625	286-7161
First Bankers Mortgage	6.9	20	0	11th district	2.625	na	7.5	13.625	722-0456
Fouts Financial	6.9	10	0	11th district	2.625	na	7.5	13.625	587-1400
La Jolla Newport Financial	6.9	20	.25	11th district	2.5	na	7.5	13.875	454-3386
U.S. Bancorp	6.9	20	0	11th district	2.75	na	7.5	13.875	931-4900
Western Residential	6.9	20	1.25	11th district	2.625	na	7.5	13.5	576-2227
Terrill Financial	7.375	20	2	11th district	2	na	7.5	13.95	578-0741
A. Telech & Telech	7.5	20	1.5	11th district	2.25	na	7.5	13.50	434-7079
Bank of Commerce	7.5	20	1.5	11th district	2.35	na	7.5	13.95	(800)464-2263
Great American	7.5	20	1.5	11th district	2.25	na	7.5	14	(800)423-2265
Norwest Mortgage	7.5	10	2	1 yr. T-bill	2.75	2	na	13.5	720-0045

30-year fixed (below \$187,450)

Lender	Rate—%	Down—%	Points	Phone
Terrill Financial	9.75	20	2.5	578-0741
Allegis Mortgage	9.875	10	1.875	286-7161
Bank of Commerce	9.875	10	1.95	(800)464-2263
Fouts Financial	9.875	10	2	587-1400
La Jolla Newport Financial	9.875	10	2	454-3386
Norwest Mortgage	9.875	5	2	720-0045
TCS Mortgage Banking	9.875	10	2	452-8000
U.S. Bancorp	9.875	5	2	931-4900
Uni-Fed Mortgage Corp.	9.875	5	2.25	673-3630
A. Telech & Telech	10	10	2	434-7079
American City Mortgage	10	10	2.25	293-7283
Household Bank	10	5	2	595-8381

30-year fixed (above \$187,450)

Lender	Rate—%	Down—%	Points	Phone
Norwest Mortgage	10	20	2	720-0045
TCS Mortgage Banking	10.25	10	2	452-8000
Terrill Financial	10.25	20	2	578-0741
Allegis Mortgage	10.375	10	1.875	286-7161
Fouts Financial	10.375	10	2	587-1400
La Jolla Newport Financial	10.375	20	2	454-3386
U.S. Bancorp	10.375	10	2	931-4900
Bank of Commerce	10.5	10	1.95	(800)464-2263
Uni-Fed Mortgage Corp.	10.5	10	1.625	673-3630
Union Bank	10.5	25	1.75	541-0180
Western Residential	10.5	10	1.5	576-2227
American City Mortgage	10.625	10	2	293-7283

15-year fixed (below \$187,450)

Lender	Rate—%	Down—%	Points	Phone
Terrill Financial	9.375	20	2.5	578-0741
A. Telech & Telech	9.5	10	2.5	434-7079
Bank of Commerce	9.5	10	1.95	(800)464-2263
Norwest Mortgage	9.5	5	2	720-0045
U.S. Bancorp	9.5	5	2	931-4900
Allegis Mortgage	9.625	10	1.875	286-7161
Fouts Financial	9.625	10	2	587-1400
La Jolla Newport Financial	9.625	10	1.75	454-3386
American City Mortgage	9.75	10	1.75	293-7283
Household Bank	9.75	5	2	595-8381
TCS Mortgage Banking	9.75	10	2	452-8000
Uni-Fed Mortgage Corp.	9.75	5	1.75	673-3630

Home Equity Line of Credit Second Trust Deed

Lender	Rate—%	Type	Points	Phone
Allegis Mortgage	10	variable	2	286-7161
Fouts Financial	10	variable	2	587-1400
Glendale Federal	10	variable	0	(800)834-1000
North Island Federal CU	10	variable	1	563-1600
Mission Federal CU	11	variable	0	546-2039
San Diego Teachers' CU	11.21	variable	0	491-3500
Sanwa Bank	11.23	variable	0	234-3511
Great American	11.47	variable	5	(800)423-2265
Wells Fargo Bank	11.82	variable	0	(800)225-5932
Coast Federal	12	variable	0	531-8833
USA Federal CU	12	variable	2	693-9360
Union Bank	12	variable	0	541-0180

SAVINGS INSTRUMENTS (Based on a \$2,500 minimum)

Ties are listed alphabetically.
na - not available.

* Indicates institution pays simple interest only.
† Two-year CD.

Institution	6-month CD rate/yield—%	1-year CD rate/yield—%	2½-year CD rate/yield—%	5-year CD rate/yield—%	Money Market Account—%	Phone
Fireside Thrift	8.3/8.63	8.35/8.69	na	8.35/8.69	5.75/5.9	234-4101
Foothill Thrift & Loan	8.3/8.65	8.3/8.65	na	na	6/6.18	234-5655
Tope Thrift & Loan	8.25/8.6	8.3/8.65	8.3/8.65	8.3/8.65	7.18/7.44	747-0715
Landmark Thrift & Loan	8.125/8.56	8.25/8.69	8.375/8.83	8.375/8.83	na	698-6121
Western Financial Savings	8.125/8.46	8.25/8.6	na	8.25/8.6	7.5/7.79	586-0098
Cuyamaca Bank	8.05/8.38	8.1/8.44	8.15/8.49	8.2/8.55	5.9/6.06	562-6400
IDS American Express*	8	8	8.05	8.3	7.63	942-7258
Western Family Nat. Bank	8/8.3	8.1/8.41	8.1/8.41	8.1/8.41	7/7.25	434.6131
Great American	7.955/8.279	8.072/8.406	7.763/8.071	7.809/8.121	5.25/5.39	(800)423-2265
HomeFed Bank	7.95/8.27	8.03/8.26	7.97/8.35	8.02/8.35	5.25/5.38	(800)554-2626
Shearson Lehman Hutton*	7.8	8	8.15†	8.4	7.46	456-4947
Home Savings of America	7.75/8.06	7.9/8.22	7.9/8.22	na	5.25/5.38	291-2810
North Island Federal CU	7.75/8.03	7.85/8.14	8.1/8.41	8.25/8.57	6.51/6.71	563-1600
Coast Federal	7.74/8.047	7.89/8.209	8.09/8.425	8.09/8.425	5.25/5.39	531-8833
Union Bank	7.4/7.68	7.4/7.68	7.6/7.9	7.6/7.9	5.3/6.06	541-0180

C.2 Land and Construction Costs

The rising costs of land and construction in Southern California represent the single largest factors in the spiraling cost of housing. The most frequently encountered constraint in affordable housing provision is the "lack of economic feasibility" expressed by the private sector in attempting to make units available to lower-income households given these costs. Together land and construction costs comprise about 75% of the total cost of a residential dwelling. The following sections present an overview of local conditions, and provide information for use in addressing the level of economic barriers to lower-income affordability in new construction. The information was collected from local developers, the Construction Industry Federation, and The Myers Group-a local San Diego firm specializing in market analysis and consultation to the development community.

a. Land Costs

Residential land costs in Chula Vista, on average, are currently \$200,000/acre, with the specific dollar/unit ratio obviously dependent upon density. In surveying recent land purchases for several proposed single family developments in the City, the average per lot cost for the raw land was approximately \$40,000. Improved land costs can vary widely depending upon the amount of improvements necessary including, in Chula Vista, the amount of site grading to create buildable lots. As an example, a recently approved master planned project with 1900+ units, has an estimated per unit site work cost of \$22,500.

In order to further illustrate total buildable lot costs for new development, the following table was provided by a local developer as an example of costs per type and density of residential development:

<u>Product Type</u>	<u>Finished Lot Cost</u>
Single Fam (8000 s.f. lot)	\$203,000
Single Fam (5000 s.f. lot)	130,000
Multi-Fam (8 du/ac)	76,000*
Multi-Fam (12 du/ac)	62,000*
Multi-Fam (22 du/ac)	40,000*

*per unit cost assuming 100+ units on a 12+ acre site.

b. Construction Costs

As mentioned, increased construction costs have also contributed significantly to the problem of housing affordability. Current estimates place single family costs between \$36 and \$42 per square foot depending on unit amenities. Given an average 1,500 sq. ft. home on a

5,000 sq. ft. lot, construction costs would range between \$55,800 and \$65,100, which assuming a \$225,000 purchase price, represents 25%-29% of the home.

Costs for multi-family construction vary according to the type of structure generally as follows:

- Wood frame low rise (1-3 stories) - \$36 to \$42 sq. ft.
- Steel frame mid-rise (4-6 stories) - \$65 to \$70 sq. ft.
- Steel frame high-rise - \$75 to \$100 sq. ft.
(up to 20 stories)
(add \$25/sq. ft. if underground parking or parking structure)

Estimates used for the sample development pro-formas followed these cost assumptions:

Component Costs in Multi-Family Housing

New Construction Unit Price	\$105,000
Land	\$ 25,000 (24%)
Hard Costs (improvements, const.)	\$ 60,000 (57%)
Soft Costs (arch., eng., marketing, etc.)	\$ 20,000 (19%)

C.3 Employment Opportunities

In an effort to address the public policy issues involved in providing low-income housing, the rationale offered usually focuses on housing as a "social service", and a moral obligation that City's must absorb. While this argument has merit, a more compelling public policy may be at stake. That is, the future economic vitality of the City may depend on its providing affordable housing for all segments of the population, especially "the working poor".

To define what public purpose will be served by providing affordable housing to all economic segments of the population, three questions must be addressed:

- a. Will the City lose jobs ?
- b. Will the City lose workers?
- c. Will the City lose economic opportunities?

The probable answer in all three cases is yes. Thus, in an effort to preserve as many of the nearly 36,000 employment opportunities in Chula Vista, the City should continue to provide as many affordable housing opportunities as possible during the next planning period.

According to an economic survey prepared by Southwestern College in Chula Vista, the highest concentration of employment opportunities (# of firms) are in South Bay, with 2,481 firms physically located in Chula Vista. In general, the highest concentrations of employment opportunities are in the following two sectors of employment (see also Table 15, pg. II-26):

998 Service Firms 40%

717 Retail Firms 29%

Therefore, within the City limits nearly 70% of all existing employment opportunities are offered by traditionally low paying service and retail industries. Most of these firms are very small with 1 - 5 employees. Manufacturing facilities, with the exception of Rohr Industries, employ under 200 employees. Ninety-nine percent of these firms are located in the older west side of the City (west side of I-805).

TABLE 28
MANUFACTURING EMPLOYMENT

Nellcor, Inc.	225
Rohr Industries, Inc.	7,213
Apparel Suppliers of California	130-200 (Seasonal)
Crower Cams and Equipment Co., Inc.	160
Hyspan Precision Products, Inc.	170
The Kedall Company	100
Ratner Corporation	500
Risi Industries, Inc.	45
Corsair Marine	45
C & B Steel, Inc.	35
Laing Thermotech, Inc.	40
Nelson and Sloan Concrete	235

SANDAG's Series-7 suggests that during 1986, 20-50% of the population in 14 of the City's census tracts left those tracts to work elsewhere in the City, or out of the City altogether. Considering the concentration of high-income households in the eastern territories, the overall cost of housing in the City, and the number of highly skilled job opportunities in Chula Vista, we can assume many residents commute to highly-skilled and high paying jobs elsewhere.

C.4 Other Significant Impacts

International Border

The regional business climate is continually improving, affording industry new opportunities both within the City limits and in nearby Tijuana, due in part to proximity to the international border only seven miles away. A growing number of American companies are capitalizing on the twin-plant or "maquiladora" concept which links labor-intensive American industries with Mexican labor pools for assembly operations. Many of these American companies rent warehouse/distribution space within the City's light industrial business parks located along the southern edge of the City limits.

While some critics decry the advent of dual-plant manufacturing, many experts say this is a growing trend which will have significant impact on some labor intensive industries. The University of Texas in the "El Paso Maquiladora Impact Survey of 1987", reported to the Department of Labor (DOL) that production sharing is a net creator of U.S. jobs in a rapidly evolving global marketplace. Much of the City's newly developing eastern territories are considering warehousing and mini-distribution operations within the new commercial/industrial centers. Many of these centers will provide new jobs for the area. Most of these jobs, however, are neither highly skilled nor well paid which would create an additional demand for more affordable housing units if these workers chose to live in Chula Vista.

V. SUMMARY

In order to assist the direction of policy and program development responsive to the needs, resources, and constraints analysis provided in Part 2, the following summary points have been compiled to highlight specific matters for focus in Part 3:

- Investigate cause(s) of unusual vacancy rates in certain seniors projects, (i.e., demand, location, Section 8 certificates, management, etc.)
- Addressment of overpayment (1980 estimates), especially in future City-monitored projects, in proportion to the following:
 - Rental housing - approximately 6,193 households
 - Homeowners - approximately 1,248
- Address overcrowded conditions of 1,763 housing units.
- Provide a minimum of 1,058 new housing opportunities to households below 80% of the area median income. These opportunities may include new construction rental and home ownership, public housing, Section 8 rental subsidies, and homeless sheltering.
- Increase awareness and utilization of rental rehab programs in western side of the City through intensified staff commitment, (i.e., 70% of major rehab work needed is within the rental housing stock).
- Encourage both affordable rental and home buying opportunities in the eastern territories to promote balanced and integrated communities within the City.
- Investigate options which will mitigate the loss of all 386 family housing under HUD Section 236 mortgage subsidy contracts, including:
 - . Temporary rent control on all projects seeking conversion with specific relocation assistance cost shared by the tenant, owner, and the City.
 - . Limited equity coop conversion options for low-income renters willing to consider ownership responsibility.
- Consideration of all unexplored financing opportunities with for- and non-profit developers seeking to build affordable housing.
- Evaluate the nexus between the growth of service and retail employment opportunities and affordable housing supply. In order to attract and retain manufacturing and service firms in Chula Vista, encourage affordable housing production for this work force as a matter of public policy.

The following areas of need will be addressed under existing City Code enforcement and rehab efforts:

1. Minor rehabilitation complaints which constitute 63% of all rehab activity in the City's older west side are usually mitigated through the combined efforts of the Code Enforcement Officers, and the Community Development Rehab Loan Program funded by the Redevelopment Housing Fund.
2. Demolitions of deteriorated units in such poor condition that rehabilitation would not be cost effective account for only 1% of the 37,422 units on the west side of the City. Existing Code enforcement sufficiently mitigates this problem.
3. Neighborhood awareness of the value of Code compliance in maintaining community pride-of-place is reinforced by the City's support of the Neighborhood Revitalization Program in conjunction with CDBG funding for community social services, and enhanced infrastructure expenditures, (i.e., street widening, etc.).
4. Continued enforcement of the mobilehome relocation ordinance to mitigate displacement.

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APPENDIX

Resources & Contacts Contents

Community Reinvestment Act Agreements:

Bank of America

Jim Waegle (415) 953-3179

Wells Fargo Bank

Steve Hall (213) 253-7146

Union Bank

Bob McNeely (213) 236-4158

Citibank

Jose Arce (415) 891-8711

Savings & Loan Mortgage Company Organization (SAMCO)

Doris R. Schnider, President (408) 985-8110

Michael Graves, Chairman SAMCO Loan Committee, Household Bank Representative

California Community Reinvestment Corporation (CCRC)

Dan Lopez (818) 972-2765

Community Investment Fund (CIF)

Jim Yacenda (714) 598-8700

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PART 3: COMPREHENSIVE HOUSING PLAN - 1991 TO 1996

I. INTRODUCTION

A mandatory component of every Housing Element is establishment of a comprehensive set of quantified objectives and related policies and programs designed to substantially address the development, maintenance, and improvement of housing for all economic segments of the community (Article 10.6, Section 65580, et. seq. of the State Government Code). This comprehensive housing plan must be responsive to identified local conditions and needs, and address particular housing problems including the reduction or removal of identified constraints.

Part 3 of the Housing Element of 1991 constitutes the integrated series of directives and actions to be implemented by the City in discharging its responsibility and commitment to providing adequate and affordable housing opportunities for both the existing and future residents of Chula Vista. Its various policy and program proposals delineate the responses designed to substantially address the needs, conditions, and problems identified in Parts 1 and 2 of the document, and together, form the 5-year plan to ensure the development, maintenance, and improvement of adequate housing opportunities and affordability for all economic segments of the community.

Based on the identification of local needs in Part 2, the City has established quantified assistance objectives for its 1991-96 Comprehensive Housing Plan. The assistance objectives are those anticipated through implementation of the policies and programs contained in Part 3. For ease of correlation, the table on the following page has been structured according to Part 3 objectives and programs, and indicates the level of projected assistance by program area and income group. These objectives serve as benchmarks, and represent the maximum number of housing units that can be constructed, rehabilitated, and conserved over the 5-year timeframe.

QUANTIFIED ASSISTANCE OBJECTIVES
1991-96 COMPREHENSIVE HOUSING PLAN

Objectives 1, 2, and 3 - New Construction

Total Units: 1339

Very Low - 245 units

80 Public Housing Units (County Housing Authority)
75 Senior Housing Units (Section 202)
40 Non-Profit Family Housing Units
50 Family Relocation Housing Units

Low - 628 units

63 Family Density Bonus
50 Senior Density Bonus
29 Family Non-Profit
358 Affordable Housing Program (Mandatory)
79 Affordable Housing Program (Incentives)
50 Family Relocation Housing

Moderate - 131 units

131 Market Rate for Sale and Rental Units

Other - 335 units

335 Market Rate for Sale and Rental Units

Objective 3 - Opportunities for Very Low-Income Renters

Total Units: 500

200 New Section 8 (Certificates and Vouchers)
300 Shared Housing Program (Seniors)

Objective 5 - Rehabilitation and Conservation

Total Units: 793

528 At Risk Units (Section 236 Family)
200 Single Family and Mobilehome Rehab (CHIP)
(180 very low income, 20 low income)
65 Rental Rehabilitation

Objective 6 - Transitional Housing

Total Units: 20 Very Low-Income (New construction or rehab)

II. STATEMENTS OF PURPOSE

The following statements are meant to guide the decision-making process in formulating and implementing the Comprehensive Housing Plan. Together, they constitute the City's overall intentions in establishing the integrated series of objectives, policies, and programs contained in the following pages.

The City is committed to providing a comprehensive housing program for its residents and will pursue reasonable means to accomplish the following:

- A. Fulfillment of the City's share of the Regional need for affordable housing and progression towards the solution of problem areas described in the performance review and needs assessment (Part 1 and 2).
- B. The overall increase of the housing stock through provision of decent housing in well-planned neighborhoods for families and individuals of all socioeconomic levels.
- C. The effective utilization of all financial options available to promote decent, affordable housing production within the Planning Area.
- D. The development of "balanced communities" representing economic and social integration of neighborhoods, and the availability of housing for all people regardless of their class, gender, age, race, national origin or religion.
- E. The provision of quality residential and environmental amenities, such as open space, landscaping, parks, convenient shopping and adequate parking for all communities.
- F. The protection of residents' quality-of-life throughout the City through the provision and maintenance of adequate public improvements, facilities, and services and expansion of this infrastructure in a manner consistent with the Growth Management Element of the General Plan.
- G. Conservation and rehabilitation of existing housing stock, in order to protect and preserve affordable housing opportunities that would otherwise be lost.
- H. Encouragement of private sector participation in the solution of local and regional housing issues, and in development of innovative concepts for the provision of affordable housing.
- I. Coordination of local affordable housing efforts through cooperation with the Federal Government, State of California, the County of San Diego, SANDAG, and neighboring municipalities.

III. OBJECTIVES, POLICIES, AND PROGRAMS

The following section of the Comprehensive Housing Plan embodies policies and programs to be implemented by the City in addressing identified needs through the development, maintenance, and improvement of adequate and suitable housing opportunities for all economic segments of the community, including achievement of the quantified assistance objectives for lower-income households. As a means to providing a concise and comprehensive guide for addressment of housing conditions in the City, the policy and program proposals have been organized around eleven (11) specific housing objectives. Each objective is clearly stated, followed by the applicable statement(s) of policy, and a set of "implementing actions" identifying program proposals complete with associated costs, sources of financing, responsible agencies, and a recommended schedule. By associating objectives and responses in a straight-forward manner, a clear and comprehensive direction is created.

OBJECTIVE 1

Achievement of a balanced residential community through integration of low and moderate-income housing throughout the City, and the adequate dispersal of such housing to preclude establishment of specific low-income enclaves.

Policy

1. The City shall encourage citizens, developers, and builders to support the development of neighborhoods which provide housing for people of all economic classes, races, and age groups.
2. The Affordable Housing Policy (AHP) shall require a minimum of 10% of each housing development of 50 or more units to be affordable to low and moderate-income households, with at least one half of those units (5% of project total units) being designated for low-income households.

This policy should be periodically reevaluated to ensure that requirements placed on projects to be built after the current 5-year planning period will provide adequate affordable housing opportunities to meet the City's future housing needs. This shall be undertaken in conjunction with performance reviews specified under Objective 7, Section C.2.

3. AHP implementation guidelines shall be developed to achieve flexibility and feasibility to meet this policy, and to maximize the use of available resources from the City, non-profit developers, and lenders. These Guidelines shall also establish a matrix of incentives to encourage developers to exceed the minimum requirements by increasing the amount of low-income units provided within the 10%, and/or in producing units affordable to households

in the "lower" range of both low-income and moderate-income standards. The matrix of incentives shall be constructed to provide greater incentives for greater affordability.

In conjunction with the policy implementation, the City shall evaluate the Land Use Element of the General Plan to determine the extent to which, in warranted cases, increases in density would facilitate the provision of affordable units. As appropriate, the City shall consider amendments to the Land Use Element.

4. The City shall identify locations in newly developing areas where siting opportunities for low and moderate income housing exist, and establish controls whereby such housing can be provided. These controls shall include timely phasing of the affordable housing component.

Implementing Actions

A. The Affordable Housing Program (AHP)

As a continuing program since 1981, the AHP is designed to guarantee the provision of affordable housing opportunities within residential development projects of fifty (50) or more dwelling units. As such, the requirements are primarily directed at the Eastern Chula Vista master planned projects discussed in Part 2, although they also apply to Western Chula Vista. A "project" shall be considered as the entire residential development proposal as set forth by the associated development application, whether or not the subdivision of land is involved, or the units are part of a mixed-use project. In the case of master planned communities, the "project" shall be that development encompassed by the Specific Plan, Precise Plan, or General Development Plan/Sectional Planning Area Plan(s).

In order to guarantee provision of these units, the City requires each developer to formulate, review with staff, and have adopted a specific program and agreement for the project which delineates how and when the units will be provided, including intended subsidies, income/rent restrictions, and methods to verify compliance. Formulation of project-level programs and agreements is handled in a tiered fashion, starting at the General Development Plan (GDP) stage, or similar level of review, and progressing in specificity and detail through the planning process, with a final agreement required prior to recordation of the final map or final project approval where land subdivision is not applicable.

As documented in Part 1, under such agreements two master planned projects produced 136 low-income and 139 moderate-income units, including both for-sale and rental opportunities, during the last planning period. Pursuant to additional master plan approvals in conjunction with the AHP, a minimum of 358 low-income and 345 moderate-income opportunities are anticipated during this planning period in conjunction with the minimum 5% low-income requirement. Additional low-income units are contemplated through application of incentives (refer also to Resource Inventory, Part 2).

The City proposes to work with developers to identify locations in the newly developing eastern territories for siting these projects, including establishment of a minimum number of units to be provided at each site. Siting considerations will take into account proximity to mass transportation routes, and the availability of incidental services such as shopping, medical, child care and schools. Since these considerations may make it infeasible to site a project within each development, those developments without sites will still be required to contribute to the provision of this housing through other means acceptable to the City.

Affordable Housing Program Implementation Guidelines

While the AHP has, and will continue to produce low and moderate-income housing, a set of "Implementation Guidelines" need to be formulated and adopted for the Affordable Housing Program. The Implementation Guidelines will facilitate the successful application of incentives and flexible approaches listed below in meeting requirements, maximizing low-income unit production, and ensuring an adequately balanced community.

These guidelines will outline overall Program requirements throughout the development review process, define City and developer roles and responsibilities, establish low-income project siting, distribution, and phasing standards, define minimum standards for affordable housing development agreements, establish allowable development incentives and criteria for their application, and define conditions under which alternative methods of compliance may be considered, including an in-lieu contribution program and trust fund.

The AHP implementation guidelines shall identify ways in which the City, non-profit developers, and the private sector can assist developers to fulfill their affordable housing requirements. The developer should be required to demonstrate the feasibility of providing affordable housing. The City should make a good faith effort to assist the developer to address the cost of providing the affordable units. Whenever sufficient subsidies and resources are available, the City and developer shall attempt to provide very low-income affordability.

The following mechanisms are offered to be used either singularly or in combination as means of reducing the cost burden normally placed on the developer, and in providing additional flexibility for each project in achieving compliance.

1. New Public/Private Partnerships

As the cost of land development and housing production continues to rise, developers are finding it even more difficult to produce affordable housing, especially for low and very-low income households. In order to assist the provision of affordable housing in new projects for the longest time possible, the following new public/private partnership concept is offered.

- a. **Joint Venture Partnership** - In the joint venture, a private and a non-profit developer join together so that each may use special development incentives which neither would have if they pursued a project separately. For example, they can implement a "layered financing" proposal involving low-income housing tax credits and below market rate financing through the non-profit entity. The private developer could use these incentives to make construction of the units financially feasible, and then turn the units over to the non-profit for management responsibilities.

In using the tax credits and other financing assistance, specific affordability requirements and contract durations are applied depending upon the methods and financial entity used.

2. Development Incentives

As a means of reducing overall development costs, a developer may negotiate with the City early on in the planning process for application of various incentives such as flexible development standards and density considerations. Such flexibility might allow for in-project transfers or clustering of density to create affordable units, or other such means including use of State Density Bonus provisions to produce identifiable cost reductions associated with achieving the affordable units. An important step in producing acceptable incentives is development of guidelines to outline what types of incentives may be considered, criteria for when and how to apply them to specific developments, and a means to assess their financial value in equity to the units provided.

3. Alternative Methods

In order to respond to the unique conditions of each development, the City may consider methods other than actual developer built in-project unit production as a means to achieving affordable housing opportunity. These alternative methods will be considered only when the City has determined that they will not be significantly detrimental to achieving balanced residential communities. Consideration of Alternative Methods shall be made according to the following order:

- a. Land Set Asides - Where unit construction by the developer is not feasible, consider the equitable donation of a building site within the project, or elsewhere in the City as satisfying compliance. The City (or developer) could then make these sites available to the County Housing Authority or other non-profit entity to construct low or very low-income units.
- b. Off-Site Projects - Consider developer construction, either individually or in partnership, of an affordable housing project at an off-site location as long as the

project satisfies the original requirements placed on the developer. Both new construction, rehabilitation, and "at-risk" preservation projects will be considered.

- c. In-Lieu Contributions - Where construction of units or provision of land within the project has been duly proven to be economically infeasible, then the City should consider the acceptance of in-lieu contributions to be placed in a trust fund and used to provide assistance to other identified affordable housing efforts. The level of contribution shall be evaluated to ensure its adequacy in relation to achieving assistance opportunities commensurate to the level of the original project requirement.

The AHP implementation guidelines shall identify creative ways in which affordable housing projects can be successfully integrated into planned communities, taking into consideration social factors, programmatic constraints, and the amount of multi-family units in the project.

The AHP implementation guidelines shall also include phasing requirements which will ensure timely development of the affordable units in the earliest development phase possible. The guidelines shall allow consideration of the logical development of the units in terms of facilities, the general development plan, financing, and merchant builder involvement.

The AHP implementation guidelines shall include specific methods to maximize the duration of affordability restrictions on low-income rental units produced under the Affordable Housing Program. The City shall ensure the continued affordability of assisted low-income and moderate-income for-sale units by recapturing a percentage of the appreciation at the time of sale. These recaptured funds shall be used to fund an on-going affordable homeownership program. An assisted unit is any unit so designated whose affordability has been created through a subsidy of public funds, special incentives, or other discretionary considerations to the unit or the project as a whole. State density bonus units and Section 8 assistance carry their own duration restrictions and therefore would be excluded from this definition.

Cost/Sources of Financing

While the Affordable Housing Program places responsibility for unit production on the private sector, on a case-by-case basis the City consider utilizing the Redevelopment Housing Fund, or other funding to assist provision of the units as necessary.

Staff time incurred in developing and reviewing projects' Affordable Housing Programs will be reimbursed through the existing deposit account system.

Staff time incurred in developing Affordable Housing Implementation Guidelines, development incentives, and in-lieu contribution programs will be supported by the General Fund and Redevelopment Housing Fund.

Responsible Agencies

Planning Department
Community Development Department
Housing Advisory Committee

Schedule

The Affordable Housing Program Implementation Guidelines should be completed by December 1992 and utilized in evaluating specific Affordable Housing proposals.

OBJECTIVE 2

The provision of adequate rental housing opportunities and assistance to households with low and very low incomes, including those with special needs such as the elderly, handicapped, single-headed households, and large families.

Policy

1. The City supports and encourages usage of a broad spectrum of approaches to produce lower-income affordability in rental housing including:
 - Utilization of available Federal, State, and County programs and funding.
 - Participation of non-profit development corporations either individually or in partnership with the private developers.
 - Exploration of innovative and experimental housing concepts which identifiably reduce costs in providing for lower-income needs.
2. The City will place primary emphasis on efforts to assist lower-income families, especially large families, and single headed families.
3. The City will continue to utilize available Block Grant and Redevelopment Housing Funds to support and augment the provision of lower-income affordable housing.

Implementing Actions

A. Facilitate the Use of Federal Funding as Available

The City will examine ways to directly secure and/or leverage Federal funding, or encourage other agencies to do the same. These Federal programs include, but are not limited to:

Section 8 Certificates and Vouchers - The HUD Section 8 program continues to be in high demand in Chula Vista, with a 2-3 year waiting list. The City will continue to encourage the County Housing Authority to apply for an additional number of certificates and vouchers to be added to the current allocation.

Community Development Block Grant Program - The City will continue to receive CDBG entitlement funds. These monies can be used to facilitate affordable housing production by the following methods: land acquisition for low-income housing, assistance to non-profit development corporations, offsite infrastructure improvements, and funding for housing assistance services.

Family Public Housing Funds - The City will encourage the County Housing Authority to pursue State and Federal Housing funds for at least 80 additional family units within the next five years. The Community Development Department will directly assist in this effort.

HUD 202 Senior Housing Funds - The City will encourage local non-profit development corporations to pursue HUD 202 senior housing funds.

HOME Investment Partnerships Program

Created under the Cranston-Gonzalez Housing Act of 1990, HOME is designed to assist with new construction, substantial and moderate rehabilitation, and tenant-based assistance. The City may receive up to \$1.5 million during the first two years. HOME requires matching State and/or local funds.

B. Facilitate the Use of State Funding as Available

The City will examine ways to directly secure and/or leverage State funding, or encourage other agencies to do the same. These State programs include, but are not limited to:

Proposition 84 and 77 Funds - Encourage developers to apply for State Funds as primary sources of funding for new construction and rehabilitation projects.

Multi-Family Mortgage Revenue Bonds - The City will pursue the issuance of additional tax-exempt multi-family Mortgage Revenue bonds when feasible under State and Federal guidelines. Bonds can be issued by the City, County or non-profit organizations for multi-family housing. Federal law requires that bond issues restrict at least 20% of total available units for ten years to households earning under 80% of the County median income. Tax-exempt bonds can also be issued for the purpose of refinancing units; this could be initiated for the existing County and City bond-financed apartment units prior to the expiration of the ten year term of affordability.

Low-Income Housing Tax Credits - State and Federal tax credits are available to both for-profit and non-profit housing developers to subsidize low-income housing projects. The State allocates these tax credits annually on a competitive basis. The tax credits can be syndicated through the California Equity Fund. The City will disseminate information to developers on how to apply for the tax credits.

C. Non-profit Community Development Corporations (CDC)

One purpose of a Community Development Corporation (CDC) is to develop, rehabilitate, and facilitate low-income housing. Non-profits can directly obtain Local, State, and Federal assistance for pre-development, construction, and permanent financing. Increasingly, private lenders are looking to non-profits to fulfill their Community Reinvestment Act obligations.

Local non-profits have begun to work together to form a Chula Vista CDC. Once established, this CDC can become an active participant in local housing programs. The CDC could initiate its own projects or enter into joint ventures with the Redevelopment Agency or private

developers. The CDC could enter into a cooperative relationship with the City to operate housing programs, e.g., screening occupants for low and moderate-income housing eligibility.

The City will support the establishment of the local CDC and seek ways to work toward mutually beneficial housing goals. Whenever reasonable and feasible, the City will assist non-profit developers to create low-income housing opportunities.

D. Encourage and Support Federally Assisted Housing Projects

The City will promote availability of Federal Housing funds to the local development community, such as HUD Section 202 and multi-family mortgage revenue bonds, and will provide staff assistance to developers in application for those funds. The City will also provide administrative support regarding necessary permits and regulatory procedures for such projects.

E. Support a Shared Housing Program

The City has supported a Shared Housing program for several years and will continue to fund this type of effort as long as it is effective in creating affordable housing opportunities. The current Shared Housing program is operated by the South County Council on Aging and facilitates approximately 80 matches a year between households with extra room and individuals seeking low-cost housing. Most matches involve senior citizens or disabled citizens.

F. County Housing Authority - Family Public Housing

Given the current need for low-income housing units and the remaining 295 units of Article 34 referendum authority (granted by voters in 1978), a minimum of 80 units of public housing should be built over the next planning period. According to the County Housing Authority, HUD is encouraging the production of family housing units, 3 bedrooms and larger, rather than senior units. To avoid undue concentration of these units, public housing projects should generally involve no more than 20-25 units each, and be dispersed to sites throughout the City, as defined by the memorandum of understanding between the County Housing Authority and the City. The City will continue to aid the Housing Authority in site selection and permit processing as necessary.

G. Density Bonus Program

The City's density bonus ordinances are under staff review in order to bring them into compliance with new State law requirements. The density bonus ordinance is an appropriate incentive to produce lower-income affordable units and its use should be encouraged by the City where appropriate.

The new State law mandates that either 20% of the households in the restricted rent category be at the low-income level (under 80% of HUD Area Median), or 10% of the households in the restricted rent category be at the very low-income level (under 50% of HUD Area

Median). Rents for the 20% low-income must be set no higher than 30% of 60% of HUD Area Median Income, and rents for the 10% very low-income at no more than 30% of 50% of HUD Area Median Income. The affordability time frame is reduced to a minimum of 10 years (rather 25 years), unless the City offers an additional development incentive, in which case the duration of the restriction could be lengthened to 30 years.

Senior Density Bonus projects remain unchanged and still must reserve 100% of the total units for seniors who are 60 years of age or older (or 55 years and up in senior developments of over 150 units). This ordinance will be reviewed for its effectiveness and compliance with applicable State laws.

H. Single-Room Occupancy Hotels (SRO)

The City will further investigate the need for SRO housing in downtown Chula Vista and other activity centers. The growth in low-paying service sector jobs may require this type of housing to be provided as an economical alternative. In addition, some low-income senior citizens may find an SRO unit to be the only economical housing. If it is determined that this type of housing is needed but is not adequately provided by the private sector, then the City will consider options for encouraging such development, such as those implemented by the City of San Diego.

Cost/Sources of Financing

It is proposed that CDBG, redevelopment, or General Fund funds will be used to assist Federal projects (202's etc.), Family Public housing, and the Shared Housing program. The Redevelopment Housing Fund and General Funds will be utilized for staff time necessary to review and implement the density bonus ordinances.

In addition to other sources of funding the Community Development Corporation could be assisted with Redevelopment Housing funds for specific projects and/or operating expenses.

Responsible Agencies

Planning Department
Community Development Department
City Attorney

Schedule

The 22-unit Dorothy Street Public Family Housing Project began construction in August 1991 and will be completed by June 1992. The City contributed \$70,000 of Redevelopment funds. The 75-unit Salvation Army Silvercrest Senior Housing Project (Section 202) will begin construction in February 1992 and be completed in January 1993. The City contributed \$275,000 of Redevelopment funds to offset development fees. The 28-unit Civic Center Barrio Housing Corp. project at 1250 Third Avenue will break ground in April 1992 and be completed by January 1993. This project is financed by a City Redevelopment Loan (\$350,000), California Rental

Housing Construction Program (\$1.4 million), and Federal tax credits (\$1.9 million). The County Housing Authority purchased a 1-acre site at 588 L Street to construct 16 family rental units. The City has contributed \$185,000 in Redevelopment funds and the Authority is applying for additional State funding (CHAFA and RHCP). If financing is in place by Summer 1992, construction could begin as early as Winter 1993. The Housing Authority has secured HUD funding for an 18-unit large family public housing project. Site selection will begin in Spring 1992.

The local Community Development Corporation has been established with a City CDBG grant of \$48,000 to South Bay Community Services. A staff coordinator was hired in July 1991 and an advisory board was established in September 1991. The CDC has begun predevelopment work on the conservation of at-risk units and a transitional housing project. The CDC has raised an additional \$44,000 in other funding during the first six months of operation.

The City anticipates adoption of a new density bonus ordinance in July 1992. The ordinance will include incentives to extend the duration of affordability to 30 years.

OBJECTIVE 3

The broadening of available housing types and the increase of home ownership opportunities for low and moderate-income households.

Policy

1. The City encourages the construction of projects offering a variety of housing types including townhomes, condominiums, and other units providing low and moderate-income ownership opportunities.
2. The City shall endeavor to provide assistance to low and moderate income families seeking homeownership, including exploration of available Federal and State programs and funding.
3. The City shall support and assist the development community in their efforts to provide units for low and moderate-income ownership.

Implementing Actions

A. Home Ownership Opportunities through the Affordable Housing Program

Through its Affordable Housing Program, the City requires lower-priced homes to be built throughout the community.

The City requires that each developer of for-sale projects over 50 units address the provision of affordable homeownership opportunities. As a means to providing this housing, the City will assist the developer to explore creative financing opportunities, and to develop a Marketing Plan to target low and moderate-income households.

B. Distribution of General Marketing Information

The City will endeavor to compile current information on home mortgage lending including Federal, State and local programs, and to make this information available to the public. This information should include the names and phone numbers of lending institutions originating FHA, VA or other federally-guaranteed loans. All developers should be encouraged to work with FHA direct endorsement lenders or be required to provide such information to prospective home buyers.

C. First-Time Home Buyer Loan Programs

The City can assist low and moderate-income first-time homebuyers in the following ways:

1. Identifying a loan counseling program through a lender participating in such programs as the General Electric First Time Home Buyer Counseling Program;
2. Applying for a Mortgage Credit Certificate (MCC) allocation from the State;

3. Disseminating information on the California Housing Finance Agency (CHFA) first-time homebuyers assistance programs.
4. Investigating the establishment of a City-sponsored first-time homebuyers assistance program for both new construction and resale housing. The City shall examine ways to leverage local funding to enable the program to create as many homeownership opportunities as is possible.

D. Community Reinvestment Home Loan Programs

The City can provide information and direction to prospective homebuyers on loan programs with modified underwriting standards for homes purchased in low-income census tracts.

E. Equity Share or Deferred Loan Proposal

The City will explore setting aside a portion of its Housing Fund, or utilizing in-lieu contributions collected under the Affordable Housing Program, to assist families whose incomes are below 80% of median, and who do not have enough cash reserves to reduce a principal mortgage to an acceptable lending ratio. In exchange for this, an equity share participation at the time of resale, or a deferred low interest loan option would allow the City not only to recoup the loan but build the fund for future program activity.

F. Sweat-Equity Projects

Sweat-equity projects reduce the production costs for housing as the homeowners provide some or all of the labor required to construct the homes. The City will explore assisting a low-income sweat-equity project by participating in site selection and land write-down. The City will ensure that such projects meet accepted standards, and will investigate ways to promote better public understanding and acceptance of such projects.

G. Reverse Annuity Mortgage Program

The concept of this program is to help elderly homeowners gain access to the considerable equity they may have in their homes. Under this program, the Federal government guarantees the loans to senior citizen homeowners which allows them to draw down a monthly stipend. The senior can enjoy the additional monthly income (with no fear of eviction). The program has worked well in Northern California cities but suffers from inadequate funding appropriations from Congress. In the event new appropriations are available for San Diego, Chula Vista will explore participating in the program.

H. Mortgage Credit Certificates

The City will investigate the feasibility of applying for a Mortgage Credit Certificate (MCC) allocation for Chula Vista. The MCC authorizes the holder to take certain Federal income tax credits. Qualified applicants may take an annual credit against Federal income taxes up to twenty percent (20%) of the annual interest paid

on the applicant's mortgage. This value is taken into consideration by the mortgage lender in underwriting the home loan, and may be used to adjust the borrower's housing costs, thereby increasing the applicant's ability to afford a mortgage payment.

I. Single Family Mortgage Revenue Bonds

The City will pursue the issuance of additional tax-exempt Mortgage Revenue bonds when feasible under State and Federal guidelines. Bonds can be issued by the City, County or non-profit organizations for single-family housing. Federal law requires that bond issues restrict at least 20% of total available units for households earning under 80% of the County median income for ten years. Tax-exempt bonds can also be issued for the purpose of refinancing units; this could be initiated for the existing County and City bond-financed apartment units prior to the expiration of the ten year term of affordability.

J. Educational Programs for Homeowners

The City will encourage developers, lenders and social service organizations to provide educational programs and materials for homeowners and potential homeowners on home maintenance, improvement, and financial management. The purpose of the educational programs will be to help, especially first-time homeowners, understand the importance of maintenance, equity, and appreciation, and to budget properly to accomplish such and avoid losing their homes.

Cost/Source of Financing

The Redevelopment Housing Fund will fund the staff time necessary to research the potential applicability of all of these recommendations. In-lieu contributions potentially collected under the Affordable Housing Program, and monies from loan repayments and equity shares could also provide funding for assistance.

Responsible Agencies

Community Development

Schedule

The City applied for Mortgage Certificates in July 1991 and received a \$2 million allocation which will fund 104 certificates. The City initiated the MCC program in September 1991 and issued the first certificate in December 1991. The City will apply for additional certificates in Spring 1992.

The City, in conjunction with private developer(s), will set-up a deferred loan/equity share program for low-income home purchasers in Spring 1992. The first development to utilize the loan program is expected to be completed in Spring 1993. The program will be funded by fees paid by the Developer.

The City plans to develop an informational program for first-time homebuyers by Summer 1992. The informational program will include all governmental and private resources.

The City will explore other financing mechanisms for home ownership opportunities, such as sweat-equity and single family mortgage revenue bond programs, but will only pursue such programs in conjunction with requests from the development community.

OBJECTIVE 4

Preservation of mobilehome park living as a source of affordable housing.

Policy

1. The City will evaluate programs related to mobilehome living and support those which are needed to preserve affordability.

Implementing Actions

- A. Continue to provide grants to low-income families to rehabilitate their mobilehomes through the Mobile Home Rehabilitation Grant Program (Trailer/Mobilehome CHIP Program).
- B. Explore upgrading trailer parks to allow conversion to exclusive mobilehome park zones. Prepare a staff report recommending which trailer parks are the most viable for such conversions. Utilize both Redevelopment Housing Fund trailer loans and CDBG entitlement funds to upgrade infrastructure in these parks.
- C. Monitor and enforce the City's Rent Arbitration Ordinance to protect the rights of mobilehome residents in preserving this affordable housing alternative. To provide financial assistance to low-income residents requesting arbitration through the Rent Arbitration Assistance Fund.
- D. Monitor and enforce the City's Mobilehome/Trailer Park Conversion Ordinance to protect the rights of mobilehome residents.

In conjunction with anticipated mobilehome park closures, and the City's redevelopment efforts, undertake a comprehensive study to relocate or replace affordable housing opportunities at risk by such actions. Consider the establishment of a policy and/or program for replacement through acquisition and redevelopment of these sites with affordable housing projects. Where underlying zoning is commercial, consider the provision of affordable units as part of a mixed-use development. Additionally, consider a condition of "first right of refusal" to the City or non-profit on land acquisition and/or a "first right of refusal" on the new units to existing park residents.

- E. Assist mobilehome park residents to purchase their parks and convert to resident ownership by operating the City's Mobilehome Assistance Program and assisting with the application for other funding sources such as the State Mobilehome Assistance Program.
- F. Promote participation by referring eligible residents to the San Diego County Mobilehome Rent Assistance Program. The County program assists by subsidizing space rent for low-income seniors.
- G. Identify new programs in cooperation with the Western Mobilehome Park Owners Association to preserve the affordability of mobilehome park residency.

Cost/Source of Financing

Housing Fund
Redevelopment Fund
CDBG Fund
General Fund
WMA

Responsible Agencies

Community Development Department
City Attorney
Planning Department
Building and Housing Department
Mobilehome Issues Committee

Schedule

The City anticipates an annual rehabilitation budget of \$700,000. In addition to single family rehabilitation, this money will fund about 40 grants a year to eligible mobilehome households, on a first-come, first-serve basis. The City's Rent Arbitration and Park Conversion ordinances have established procedures for monitoring and compliance. The City has assigned a professional staff member to enforce these ordinances. The City anticipates closure of one 51-unit park in 1992 and one 20-unit park in 1993. The staff report on upgrading trailer parks will be completed by June 1993. "Resident ownership of parks" and "replacement through acquisition" will be considered as these opportunities are identified by mobilehome residents, park owners, or developers.

OBJECTIVE 5

The systematic renewal, rehabilitation, conservation, and improvement of the residential neighborhoods of the Chula Vista Planning Area.

Policy

1. The City shall address the development of mechanisms designed to prevent at-risk affordable units from conversion to market rate rents.
2. The City will continue to initiate pro-active programs for neighborhood revitalization and improvement, and to supply support funding for these efforts, especially in neighborhoods with higher concentrations of lower-income households.
3. The City shall continue to advocate conservation measures to preserve existing housing stock, variety, and affordability.

Implementing Actions

A. Preserve At-Risk Affordable Housing Units

A.1 HUD Section 236 Units

The City has 386 affordable housing units which are potentially "at-risk" during the planning period because the property owners have prepayment options in their mortgage contracts. Since Congress passed the Emergency Low-Income Housing Preservation Act in 1987 (ELIHPA) and the Low-Income Housing Preservation and Resident Homeownership Act of 1990 (LIHPRHA), the likelihood of prepayment has been reduced.

Under both federal laws, the owner who is interested in the prepayment option can take advantage of the incentives that both ELIHPA and LIHPRHA offer to provide a reasonable return and yet maintain affordability.

Some property owners who feel frustrated by HUD may not want to take advantage of the incentives offered to them under ELIHPA and LIHPRHA. The law allows these owners to prepay if a qualified owner does not come forward in fifteen months. The City must be prepared to deal with owners who are determined to sell in order to preserve these units.

The City has received Notice of Intent to Prepay from two projects, with a possible loss of 86 affordable units. The City shall involve itself in the negotiation process that is mandated under ELIPHA and LIHPRHA to ensure that every opportunity to retain affordability is pursued.

The following actions are proposed to respond to the "at-risk" conditions in Chula Vista:

1. The City will review its inventory of rental housing and determine which units have prepayment options and at what date. The City will monitor the process of negotiations and participate as necessary. The City will work to prevent prepayment based on a unsuccessful escrow or a finding of "not needed in the community".
2. The City will identify potential buyers for "at risk" projects and assist in finding financing for purchase. The City will give assistance priority to non-profit community development corporations who can demonstrate capability and who will maintain long-term affordability. Joint ventures between non-profit and for-profit developers will also be considered. The City may consider providing predevelopment funding to enable non-profits to complete the initial steps in acquisition.
3. The City may form an ad-hoc committee comprised of non-profit and for-profit developers, City staff, other local government officials, and tenants of "at-risk" units to develop a formal strategy for preservation.

A.2 Non-236 Units

As identified in Section II, the City has 142 non-HUD Section 236 units which are at-risk of converting to market rate rentals. The following actions are proposed to respond to these units:

1. The City will continue to pursue the possibility of refinancing the bonds for Eucalyptus Grove Apartments so that rental restrictions will continue.
2. As the current restricted rents at Beacon Cove Apartments are close to market rate, preserving these units does not seem to be the best use of funds. Rent subsidies may be considered, but the City has other urgent needs such as preserving the HUD Section 236 units, continuing the Agency's rehabilitation program, and funding non-profits who will provide units for very low-income households.
3. Since The Meadows was built with a senior density bonus, conversion probably will not occur. The City will continue to monitor the project. If conversion is requested, the City attempt to negotiate continued rent restrictions.

B. Community Appearance/Neighborhood Improvement Program

The Building and Housing Department will continue to oversee and implement this pro-active program of neighborhood preservation and improvement. Initiated in March 1989, this program targets specific neighborhoods exhibiting high volumes of citizen complaints in which Code Enforcement Officers, teaming with residents and designated "Block Captains",

formulate clean-up/fix-up campaigns for the neighborhoods. Announcement handbills specifically describing what residents and homeowners can do to improve their property standards, and what items Code Enforcement Officers will be inspecting, including dates and times, are then distributed. Free trash dumpsters are also provided. Each property is subsequently inspected by Code Enforcement Officers with specific deficiencies highlighted and aesthetic recommendations identified. Notices are left with residents identifying targeted clean-up dates, follow-up reinspections, and available assistance.

C. Housing Inspection Program

The Building and Housing Department will continue to administer this program directed toward the maintenance of health and safety in multi-family rental housing. Under the program, a Code Enforcement Officer is designated to systematically inspect all rental housing complexes and to issue reports on conditions in violation of current Health and Safety Codes. Where necessary work is fairly extensive, referrals to the City's rehabilitation loan coordinator are made. This pro-active program prioritizes inspections based on structure age and condition, with all complexes showing advanced deterioration receiving annual inspections and complexes newer than 10 years being inspected every 2-3 years.

D. Abatement of Non-Conforming Uses and Removal of Dilapidated Structures

The Building and Housing Department will continue to monitor adherence to minimum standards of habitability and appearance in targeted neighborhoods, and upon request. Nonconforming uses and dilapidated structures will be removed from residential areas. Nonconforming uses, if allowed to remain on an indefinite basis, tend to encourage zoning violations and ill-advised zoning amendments.

E. Rehabilitation Programs

1. Community Housing Improvement Program (CHIP)

The CHIP program provides favorable loans to low-income owners for rehabilitation of mobilehomes and trailers, owner-occupied homes, and rental units. In addition, the City provides grants of up to \$1,000 for minor repairs. The City will maintain the same level of approximately 40 single-family and mobile home rehabilitation loans each year. If additional funding becomes available through the HOME Investment Partnership program, the City will consider increasing the level of rehabilitation activity.

2. Rental Rehabilitation

As the Federal government is expected to phase-out this program within the next year, the City has a limited time to make use of this funding. The new federal program, HOME Investment Partnership, will provide a new source of funding for rental rehabilitation but with different rules and regulations. The City will coordinate an effort to inform apartment owners who are cited for code violations about the rental rehabilitation program and assist those who are interested in applying for funding.

F. Neighborhood Revitalization Program (NRP)

The City will continue to implement and fund the NRP which was developed in 1988 and targeted to the newly annexed Montgomery Community. The NRP is a comprehensive resident-participation renewal-oriented program of housing and infrastructural rehabilitation within select target areas whose physical condition is in need of special attention. The program seeks to prioritize needs for housing and infrastructural improvements such as paving, curbs, gutters, sidewalks, and drainage facilities, and to develop a schedule to coordinate provision of improvements with available resources and the City's Capital Improvement Program (CIP) schedule, and the Housing Rehabilitation Program (CHIP).

G. Condominium Conversions

The City shall continue to regulate residential condominium and stock cooperative conversions in order to protect existing tenants and promote the orderly growth and amenity of Chula Vista. If such conversions adversely affect the availability of housing for low and moderate income households to an appreciable extent, the City shall adopt remedial measures.

H. Educational programs for homeowners

The City will encourage lenders and social service organizations to provide educational programs and materials for existing homeowners on home maintenance and financial management. The purpose of the educational programs will be to help existing homeowners to understand equity and appreciation through maintaining their property in good condition and appearance and to budget properly to avoid losing their home.

Cost/Source of Financing

Redevelopment Housing Fund, CDBG entitlement funds, HUD Rental Rehab Funds, State Rental Rehab Funds and General Funds.

Responsible Agencies

Community Development Department
Housing and Building Department
Planning Department

Schedule

The City hired the non-profit California Housing Partnership as a consultant in January 1991, and selected a local CDC to participate in acquisition in September 1991 of the four at-risk Section 236 projects identified in Part 2. Staff met with owners of each of the four projects in Summer 1991 and inspected the buildings to determine rehab needed in the first two projects (Rancho Vista and Castle Park Garden Apartments). HUD is expected to promulgate final regulations in April 1992. During the following 12 months, the City will proceed with the best method of conservation or the owner(s) will elect to maintain ownership. In Spring 1993, the same process may begin with the second two projects (Oxford Terrace and Palomar Apartments).

In 1991-92, the City allocated \$34,000 of CDBG funds for the Neighborhood Appearance Program and anticipates continuing the program as long as it is needed. The first phase of missing street improvements in Otay, under the Neighborhood Revitalization Program, will begin construction in Spring 1992. Additional phases will be funded and constructed each year. The City has allocated \$700,000 of Redevelopment housing funds for 1991-92 and anticipates that comparable allocations will be made in subsequent years.

OBJECTIVE 6

To provide housing assistance to individuals and families who are homeless and enable them to move back into permanent housing.

Policy

The City shall actively participate in regional and local efforts to establish transitional housing and emergency shelter programs in the South Bay, and will encourage the involvement of local non-profits.

Implementing Actions

A. Participate in a Regional Approach to Address Homelessness

The City has identified the need for both transitional housing programs, in which families are housed for up to one year and provided with assistance to get back into permanent housing, and emergency shelter beds, in which families are allowed to stay for up to 30 days. Any facilities sited within the City are likely to serve the entire South Bay subregion.

With a regional plan and a commitment from all participating jurisdictions and interested social service providers, it will be easier to site and develop transitional and emergency housing programs. The groundwork has already been laid with a study on homelessness in the South Bay conducted by the Regional Task Force on the Homeless.

One obstacle to development of shelter programs outside the urban core is community opposition, as residents fear the effect homeless programs and people may have on their neighborhood. Regional coordination in the establishment of transitional housing and shelters can help overcome community opposition.

B. Facilitate Transitional Housing Programs

Although regional cooperation is a logical approach, the City will not depend solely on this strategy to address the homeless problem. The City will consider providing financial and technical assistance to any organization or consortium of organizations seeking to establish programs to serve the homeless population. The City will take other steps, as necessary, to facilitate these programs (such as amending zoning regulations to allow temporary church-sponsored shelters).

Site control is of paramount importance for securing State and Federal funding. The City will consider providing assistance in the site selection and acquisition process, and this may include loans, land dedications, or land cost write-downs.

C. Identify Non-profit Providers to Operate Emergency Shelter Programs

Non-profit providers are hesitant to undertake emergency shelter and transitional housing programs because of the difficulty in securing

adequate operational funds. In addition to room and board, most shelter programs provide some type of social services. Providers rely heavily on private donations and volunteers to fill funding gaps. The City can directly assist shelter providers with CDBG or Redevelopment Housing funds, and encourage them to apply for available Federal and State Funding (McKinney, E.S.P. etc.). If needed, the City may also consider assistance from General Fund revenues.

D. Support Existing Services for the Homeless

Four non-profit agencies distribute shelter vouchers to needy families, which allows them to stay at the St. Vincent de Paul Center or a designated local motel. One hotel provides free rooms on a limited basis through the Hotel/Motel Partnership Program. During the winter months, the Interfaith Shelter Network provides shelter for up to 12 people at local participating churches. The City will continue to encourage these efforts to provide emergency shelters and will utilize CDBG funding, as appropriate, to aid in these efforts.

Cost/Source of Financing

Funding for acquisition and operation of shelters and transitional housing are available from Federal and State programs and private foundations. Staff time to facilitate a shelter project would be supported by CDBG entitlement funds, or Redevelopment Housing Funds.

Responsible Agencies

Community Development Department
Non-profit social service providers

Schedule

The process of establishing a shelter program will take approximately one year after the funding is approved.

The local Federal Emergency Management Administration (FEMA) board has placed a high priority on funding a shelter program in the South Bay; a proposal from Chula Vista will automatically receive extra points. The City will support the application by a qualified non-profit organization for a shelter in Chula Vista and will assist the organization in selecting an appropriate site. The City has representation on the FEMA board and the Regional Task Force on Homelessness.

OBJECTIVE 7

Ensure the successful implementation of housing policies and programs through effective coordination, monitoring, and evaluation.

Policy

1. The City will develop standards of performance upon which all affordable housing units will be measured, and will implement a monitoring and evaluation program to ensure that builders and beneficiaries meet program requirements.
2. The City shall annually review affordable housing efforts and make necessary adjustments to meet quantified objectives.
3. The City shall play an active role in the encouragement of affordable housing and will devote resources to assist developers, non-profits, and other providers as necessary.

Implementing Actions

A. Review and revise affordable housing standards

Staff will review, revise, and establish affordable housing standards and performance guidelines for the City's various assistance programs.

Definitions will include:

- 1) Acceptable affordability income and rent ranges
- 2) Minimum duration of restrictions
- 3) Percentages of units to be set aside per unit mix and by total project

Once the updated standards and performance guidelines have been completed, City staff will prepare a brochure explaining the various requirements, terms and conditions of each affordable housing program available. Staff will also develop a flow chart which delineates project processing and indicates when and how affordable housing efforts are considered and by whom.

In addition, the City will initiate a proactive information campaign to foster greater community awareness of affordable housing issues, available assistance programs, and associated City efforts.

B. Implement an on-going monitoring and evaluation program

In order to improve methods of overseeing successful implementation of Housing Element policies and programs, and provide for ongoing evaluation crucial to ensuring achievement of goals and objectives, the following actions are proposed:

1. The Community Development Department shall establish and maintain a standardized system of evaluation to ensure that projects adhere to restrictions and that beneficiaries qualify

for affordable housing programs. The initial formulation of this system will include a compliance study of existing units under contract restrictions.

2. The Departments of Planning and Community Development shall establish a monitoring and reporting system for evaluating policy and program implementation and progress in achieving quantified housing objectives. In accordance with reporting requirements under AB 2248, and HUD's Comprehensive Housing Assistance Strategy (CHAS) plans, an annual report of findings and recommendations will be compiled. This annual report shall be reviewed by the Housing Advisory Committee, Planning Commission, and City Council for their direction regarding its recommendations.
3. The City shall review the existing Housing Advisory Committee (HAC) with intent to redefine and expand its role, functions, and makeup to include oversight of the Housing Element's implementation. In this expanded capacity the HAC would review all affordable housing proposals and forward recommendation to the appropriate decision making body. They would also provide observations and input to staff on overall Element implementation, and would be the body through which the annual evaluation report is formulated.
4. The Departments of Planning and Community Development shall establish procedures for notification on activities which affect housing, including early notification and referral on residential project inquiries and applications to the designated ombudsman in each Department, as outlined under Objective 9(B), pg. III-29.

C. Establish an Affordable Housing Quality of Life Threshold Standard

City staff will investigate the establishment of a threshold standard for affordable housing efforts to be added to the existing eleven (11) other standards, and annually reviewed by the Growth Management Oversight Committee (GMOC). Said standard would define minimum criteria for affordable housing efforts on an annual basis in conjunction with the Housing Elements needs assessment and Comprehensive Action Plan.

Cost/Source of Financing

Redevelopment Housing Funds, application fees, and limited General Funds will support this monitoring and evaluation effort.

Responsible Agencies

Community Development
Planning Department
Housing Advisory Committee

Schedule

The informational brochure will be made available to the public within six months of the date the guidelines are adopted by City Council.

After adoption of this Element in March 1992, the Housing Advisory Committee expansion shall be analyzed, and the new roles and functions formally adopted.

The first Housing Element implementation progress review will be conducted one year from the date the Housing Element Update 1991 is adopted by the City Council. The approximate date for this review would be March 1993.

The City's CHAS will be adopted in April 1992, after a 60 day public review period and public hearing. The CHAS shall include a priority list of projects, anticipated costs, and potential sources of funding.

The GMOC will consider an Affordable Housing Quality of Life Threshold in April 1992 with their recommendation to be forwarded to the City Council in May 1992.

OBJECTIVE 8

The elimination of racial, age, religious, sexual and economic bias and discrimination in housing provision, and the ensurance of fair lending practices.

Policy

1. The City will work to ensure the provision of fair housing practices in the sale, rental, and advertising of housing units and in the lending practices of banks and thrifts.
2. The City will endeavor to create a working dialog with the lending community, and to actively encourage their involvement in affordable housing efforts.

Implementing Actions

A. Fair Housing Program

The City will continue to provide fair housing counseling services and other referral activities which are designed to further the fair housing requirements of Title VIII of the Civil Rights Act of 1968. The City currently has a part-time Fair Housing Officer who responds to any requests or complaints regarding fair housing practices within the City.

B. Annual Fair Housing Assessment

In accordance with HUD requirements for the CDBG program, the City will conduct an annual fair housing assessment to determine the actual level of discrimination in rental housing, for sale housing, and lending. This assessment shall also include a review of the Community Reinvestment activity of local lenders.

C. Affirmative Fair Marketing Plans

The City will require all developers of housing projects which contain more than twenty (20) dwelling units to prepare an "Affirmative Fair Marketing Plan", which will be designed to attract prospective home buyers and/or tenants within the proposed market area, regardless of gender, age, race, national origin or religion.

Cost/Source of Financing

CDBG

Responsible Agencies

Community Development Department

Schedule

Ongoing

OBJECTIVE 9

Reduction and/or removal to the greatest extent possible of identified constraints to the development, maintenance, and improvement of housing within the Planning Area.

Policy

1. The City is committed to providing all feasible assistance to project applicants to reduce the time and costs associated with project review and approval.
2. The City will evaluate on an ongoing basis City policies and programs related to housing and infrastructure provision as they present potential constraints.
3. The City will continue to monitor finance and lending conditions and to offer assistance to applicants in obtaining supplemental financing.

Implementing Actions

A. Expedite the Processing of Affordable Housing Projects

In order to reduce project costs associated with lengthy review, staff will develop a policy and set of guidelines which:

1. Specify the type of projects which will receive priority processing
2. Establish procedures to evaluate projects to determine if they meet affordable housing goals.
3. Establish specific procedures for "fast tracking." This may include a centralized application process for all affordable housing projects, and tailored review procedures to reduce time and costs.

In addition, staff will create a flow chart delineating project processing and indicating when and how affordable housing efforts are considered and by whom.

B. Designate an Affordable Housing Ombudsman

The "ombudsman" position would be responsible for coordinating all affordable housing projects, and would oversee intradepartmental coordination of all aspects of a projects processing and review as they relate to the Housing Element's objectives, policies, and programs. It is intended that this person would assist applicants in expediting projects.

- C. Establish specific procedures for evaluating requests for subsidies involving fees, land write-downs, and other forms of City assistance.

- D. Encourage demonstration or experimental housing projects which reduce building costs and increase affordability. The City will study and identify viable and acceptable methods for reducing housing production costs and increasing affordability where such methods will not jeopardize the goal for equal amenities in housing for all incomes.
- E. Consider the impacts to affordable housing which may result from rezonings involved with the General Plan/Zoning Consistency Study.
- F. Continue to encourage the use of flexible development standards through the Planned Community (PC) Zone and Precise Plan (P) Modifying District, where such are clearly identified with increased availability of affordable housing.
- G. Designate staff and develop resources to assist developers in availing themselves of alternative and supplemental financial assistance.

Cost/Source of Financing

Staff time for development and implementation of the "fast-track" processing will be provided by General Fund and Development fees.

Responsible Agency

Planning Department
Community Development Department

Schedule

Preparation of fast track procedures and an application process for affordable housing projects will be undertaken by July 1992. Staff will continue, on an ongoing basis, evaluation of City actions on housing as they present potential constraints.

OBJECTIVE 10

To encourage the development of new housing, and the retrofitting of existing housing, with features to address environmental issues such as energy and water conservation and recycling.

Policy

The City will require new developments to comply with applicable Federal, State, regional, and local policies and regulations regarding energy and water conservation and air quality improvement.

Implementing Actions

- A. Encourage energy and water conservation features and recycling storage areas in new housing in conjunction with the City's existing "Policy for the Conservation of Energy and Water within the City of Chula Vista".
- B. Continue to encourage the weatherization programs for low-income households currently sponsored by the MAAC project.
- C. Continue to require the installation of dual-piping systems in new projects to accommodate the use of reclaimed water for landscaping and other applications as feasible.
- D. Continue to require the submission of a "water management plan" and "air quality improvement plan" for large development projects at the Sectional Planning Area (SPA) Plan stage or similar level of review.
- E. Title 24 Compliance Review - The Building and Housing Department will continue to perform residential Title 24 energy analyses as part of building plan check procedures.

Costs/Sources of Financing

There will be no direct cost to the City for encouraging water and energy conservation and recycling. The City will explore the possibility of providing CDBG funding for the retrofit of low and moderate-income housing with water and energy conservation features.

Responsible Agency

Building and Housing Department
Planning Department
Community Development Department

Schedule

Ongoing.

OBJECTIVE 11

To fully address specific housing issues as they affect our community and to enforce applicable laws and ordinances.

Policy

1. The City will seek to maintain an appropriate balance of housing to jobs in order to provide adequate housing opportunities for employees of local businesses.
2. The City will require affordable housing construction and replacement in the Coastal Zone in accordance with State law and local ordinances.

Implementing Actions

- A. The City will encourage a balance of housing to jobs

The City will investigate the linkage between employment generation to the increased demand for low-income housing. As can be seen by the needs assessment findings in Part 2 of this Element Update, the most significant employment opportunities forecasted to be generated within the next five years will be in the traditionally lower paying service and retail sectors. In conjunction with this forecast, it is proposed that the City's Economic Development Commission and Housing Advisory Committee initiate a study and provide direction towards addressment of jobs-housing balance.

If the housing demand is for non-family housing, the conversion and rehabilitation of existing hotels to Single Room Occupancy Hotels (SRO's), or the construction of new SRO's, for service sector employees should be investigated. Some zoning and code requirements may be amended in an effort to make these projects feasible. The City may establish requirements which restrict City lending or assistance involvement to guaranteed affordability levels, and/or first priority to local persons in need.

- B. Housing Linkage Fee

In conjunction with the above referenced study on jobs/housing balance, the City will also investigate the establishment of a housing linkage fee for commercial and industrial development, and/or establishment of an affordable housing development impact fee system. Should such fee program(s) be developed, a trust fund for the monies would be established concurrently.

- C. Protect Coastal Zone Housing

In accordance with the Affordable Housing Program, any housing projects constructed within the Coastal Zone will be required to provide at least 10% of the housing units to low and moderate income households. The City will encourage those developers to investigate all financial and development incentives currently available to assist provision of the units.

Where conversion or demotion of housing units in the Coastal Zone occupied by low or moderate-income households is proposed, such activity will be undertaken in accordance with State law and the City's adopted Coastal Plan as follows:

1. Replacement of such housing will be required within the Coastal Zone or, when infeasible, within three miles of the site of conversion or demolition.
2. Where conversion or demolition of low and moderate-income units is a result of a private action, the party taking action will be required to provide the replacement units.
3. Where conversion or demolition is a result of City or Redevelopment Agency action, the City or Redevelopment Agency will provide the replacement housing units under existing Relocation Ordinances.

D. Provide Relocation Assistance As Required by Law

The provision of relocation assistance for families forced to move due to government intervention will continue to be enforced through municipal ordinance and all applicable State and Federal guidelines.

Cost/Source of Financing

The staff time for research on the jobs/housing balance, monitoring of coastal zone projects, provision of relocation assistance, and enforcement of mobilehome ordinances will be supported by the Redevelopment Housing Fund.

Responsible Agencies

Community Development
Planning Department
Building and Housing Department

Schedule

Prior to December 1992, the matter of jobs/housing balance will be brought before the City's Economic Development Commission for discussion.

OBJECTIVE 12

To provide and maintain adequate public improvements, facilities, and services to support residential growth in a manner consistent with the Growth Management Element and Program.

Policy

1. The City shall continue to plan, construct, and maintain adequate public improvements, facilities, and services in order to preserve the quality of life in existing neighborhoods and be able to accommodate residential growth as it occurs.
2. The City shall continue to utilize a variety of financial resources and funding mechanisms to support infrastructure development.

Implementing Actions

- A. 5-Year Capital Improvement Program - The City will continue to implement the on-going CIP program. Current funding commitments total over \$11 million from a variety of funding sources and includes two main sewer trunk upgrades, reconstruction and widening of five major streets, and completion of a major drainage channel.
- B. Neighborhood Revitalization Program - As part of the CIP, the City has initiated a 20-year Neighborhood Revitalization Program. The purpose of NRP is to promote housing rehabilitation and construct all of the missing public improvements, neighborhood by neighborhood, in the Montgomery area (which was annexed to the City in 1986). The Otay neighborhood will benefit from the first five-year phase of the NRP.
- C. Public Facilities Financing Plans - The City will continue to require public facilities financing plans for all master planned communities and will support various financing mechanisms including development impact fees, assessment districts, reimbursement agreements, and bonding.
- D. Maintenance of Public Improvements and Facilities - The City Public Works Department will continue to maintain public facilities and improvements.

Costs/Sources of Financing

CDBG
Redevelopment Housing Fund
Gas Tax Funds
State and Federal Grants
Development Impact Fees
General Funds

Responsible Agencies

Engineering and Public Works Departments
Housing and Building Department
Community Development Department
Planning Department

Schedule

Ongoing

WPC 0145P



5. GROWTH MANAGEMENT

**CHAPTER 5
GROWTH MANAGEMENT ELEMENT**

Prepared for:

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2)	Blue Ribbon Committee Recommendations - Proposition "C"
3)	Part II - Regional Growth Management Program Outline
4)	GMOC Threshold Standards

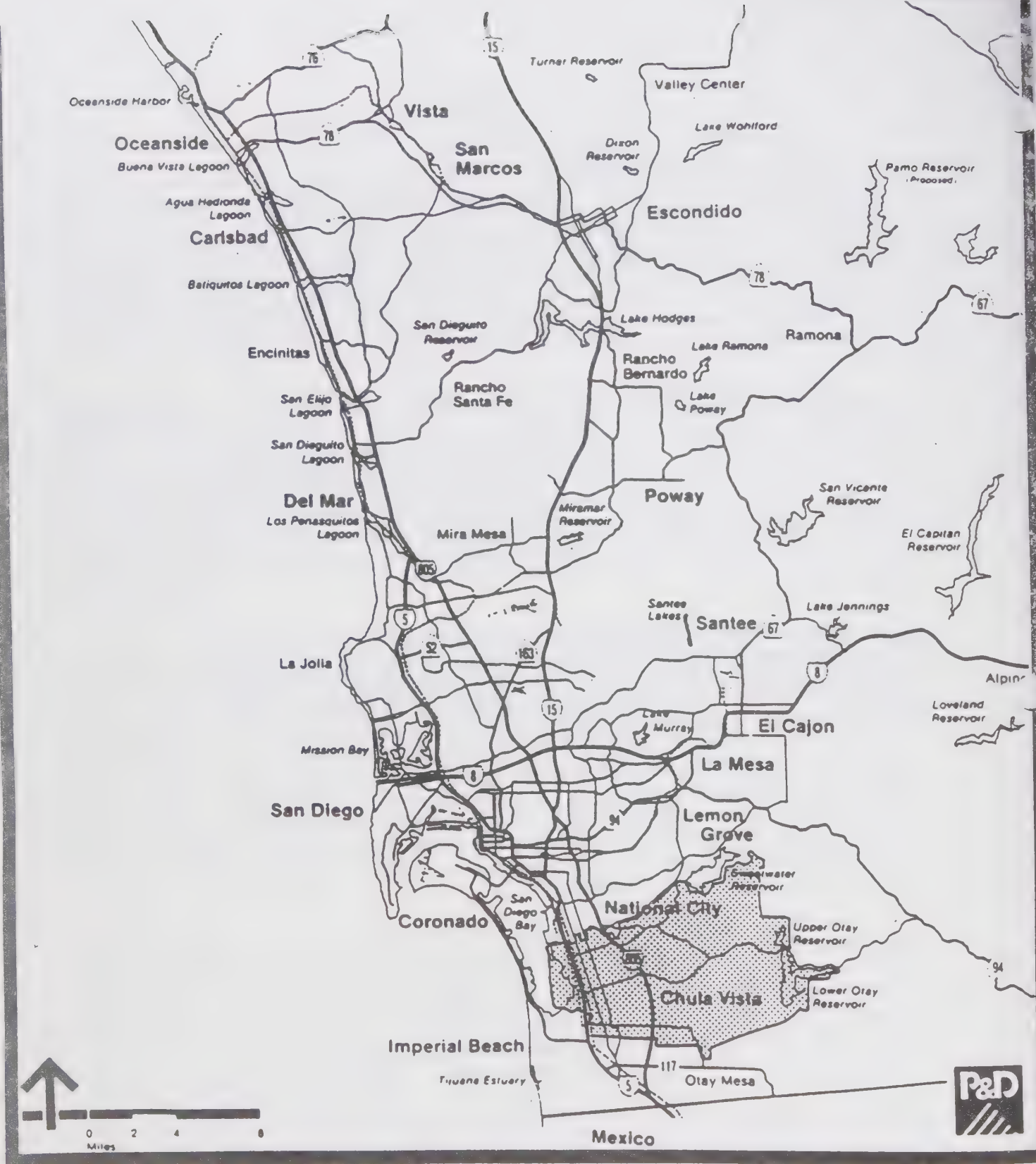
1.0 INTRODUCTION

This Growth Management Element plays a special role in the City of Chula Vista General Plan (Exhibit "1" delineates the Chula Vista Planning Area), for it represents a conscious decision to direct the pattern of community development through a set of comprehensive goals and objectives and planning policies. Specific policies that govern the everyday planning process are the technical application of growth management's guiding framework. Its' overall vision and design integrate those policies, and endow them with unified purpose.

In recent years, the San Diego region has experienced vigorous residential and commercial development, both the cause and the effect of expanding job opportunities and rapid population growth. Chula Vista is one of many communities that has chosen to comprehensively manage its growth, to accommodate varied interests in creating a balanced community, and to better define the nature and qualities of the place it desires to become in the future. Its General Plan sets forth that vision in terms of the most valued attributes of this diverse and attractive city.

The Growth Management Element is a guardian of that vision. Its purpose is found in the conceptual framework it provides for the coordinated application of public planning policies necessary for realization of that future. The community envisioned, and the policies that will create it, are composed of both structural and aesthetic elements. Together, they will promote an optimum quality of life for Chula Vista residents. Ensuring adequate public facilities and services including transportation, water and air quality to meet public needs results in a smoothly functioning urban entity. The use of environmentally sensitive planning and design makes for a pleasant, appealing landscape.

In the organization of the General Plan, the Growth Management Element is one part of "Community Development", that section concerned with the functional and aesthetic physical development of Chula Vista. The Chula Vista General Plan is an internally consistent planning document, as required by State law, and the growth management goal, objectives and policies serve to link this element with other general plan issues, such as, public facilities adequacy and open space/conservation. However, through its broad-ranging and coordinative purpose, the Growth Management Element is the dominant component of this General Plan, for it is the guide to accomplishing the overall vision for Chula Vista set forth in the General Plan "Introduction".



CHULA VISTA PLANNING AREA

Source: P&D Technology



EXHIBIT 1

2.0 GROWTH MANAGEMENT ISSUES

2.1 Growth and Development

Implicit in the concept of growth management are two complementary beliefs: 1) that rapid population growth and development have the potential to cause a variety of problems that seriously impact the well-being of a city and its residents, and 2), that through adoption of comprehensive goals and objectives, and coordination of planning policies, those impacts can be mitigated to an extent that balances competing demands for growth and development, revitalization, and environmental protection, giving the city an enviable quality of life.

In San Diego County, recipient of over 460,000 new residents since 1980, the real, imagined and projected ills of expansive growth and development make up a familiar litany, the subject of intense debate, electoral initiative and public agency programs. The City of Chula Vista has shared in the region-wide population growth and economic development, and thus, has not been immune from these concerns. With its particular advantages, such as location, attractive and multi-form topography, large areas of developable land, and a diverse cultural and work force demography, the population of Chula Vista's incorporated area rose from 83,927 in 1980 (U.S. Census), to 128,028 nine years later (State Department of Finance). A large part of that increase was due to the annexation of the Montgomery Community in 1986. The population projected for the incorporated city and its larger Planning Area in 2010 is over 200,000 (City of Chula Vista, Land Use Inventory; P & D Technologies) (Exhibit "2", Chula Vista General Plan).

2.2 Issues

In its efforts to deal with recent and projected growth, the City of Chula Vista has focused on six growth management concerns, all of them integral to the broader desire to nurture a quality living environment for residents and visitors:

1) Public Facilities and Services

Meeting government's responsibility to provide for the adequate and timely provision of public facilities and services.

Chula Vista must plan for two very different areas, each with its own special needs: new residential projects in the Eastern Territories require implementation of comprehensive, large-scale facilities plans; but in the older urban core and Montgomery Planning Area, there is a need to establish funding mechanisms for the necessary upgrade,

operation, and maintenance costs of existing facilities and public services. Specific concern must be focused on the public facilities such as water which deliver limited resources to the residents of the City.

2) Healthy Economy

Expanding and refining the City's economic structure so as to provide for a healthy, regionally competitive local economy and employment base.

Development in the Eastern Territories, Bayfront and downtown revitalization all provide Chula Vista a variety of opportunities to diversify and revitalize the city's mix of commercial and industrial uses, supply local employment for a range of economic groups, and improve its competitive position in the region.

3) Affordable Housing

Fulfilling obligations to provide an adequate and well-designed housing stock to meet the needs of all segments of the population in accordance with regional 'fair share' housing goals.

The City of Chula Vista is part of a rapidly growing region where housing costs and availability, especially for the low, moderate, and even middle income groups, has become a serious concern. However, with its diverse urban fabric of older neighborhoods and currently developing areas, Chula Vista has ample opportunity to address the issue.

4) Community Character and Identity

Providing cultural enrichment, architectural, and environmentally-sensitive design contributes to a vibrant, aesthetically attractive community. Sense of local identity and place are critical elements in promoting an optimum quality of life.

Under this broad subject come several issues such as natural resources and landform preservation in the Eastern Territories and revitalization of the older urban core. Perhaps most important is the challenge of integrating and unifying the existing core area and rapidly expanding Eastern Territories into a single urban entity.

5) Open Space and Natural Resources

PLEASE REFER TO
THE
GENERAL PLAN DIAGRAM

Adopting strategies and plans for management, protection and preservation of the broad range of natural resources that contribute toward the viability of regional ecosystems and the quality of human living environments.

In public opinion surveys in Chula Vista and throughout the San Diego region, citizens repeatedly express concern that rapid development and urbanization is destroying the open vistas and natural resources that make the city distinctive. With a wealth of such resources within its planning and sphere of influence boundaries, Chula Vista's task is to plan for their appropriate conservation and integration.

6) Regional Growth Management

Grasping the regional complexity, and symbiotic interrelationship of many growth-related problems, and the need for inter-jurisdictional cooperation in seeking their resolution.

Recent studies by the San Diego Association of Governments (SANDAG) and other public agencies demonstrate that few of the critical growth management issues are contained by geographical or jurisdictional boundaries. Examples of regional issues are transportation management and the protection of the air we breathe. Decisions regarding development within the Chula Vista Planning Area will impact regional transportation and air quality and if not coordinated, the impacts could be significant.

2.3 Response

In recent years, the City of Chula Vista has taken a number of progressive measures to deal with all these issues:

1) Public Facilities and Services

The General Plan update, and this new Growth Management Element represent the latest steps in a series of efforts begun in 1981, with adoption of the City's first Growth Management Policy for phased development coordinated with the engineering of required public facilities. The City has continued a strong emphasis on defining its public facility needs, and timing their construction in relation to development.

Starting in 1985, several innovative measures that targeted provision and financing of public services and facilities were approved including revised park and sewer fees, a new development impact fee program for off-site roads, and a new supplemental development impact fee to fund libraries, fire

stations, corporation yard and expanded civic center and geographical information systems.

In addition, public facility financing plans for two major planned communities have been enacted. As part of one of those public facility financing plans (Eastlake), growth in that project was stopped until the construction of a needed public improvement (East "H" Street) was commenced. In 1987, Chula Vista adopted a broad-ranging set of facility and service Threshold Standards, monitoring results through a Growth Management Oversight Committee.

In addition, the City is implementing a "controlled growth ordinance" approved by Chula Vista voters in November, 1988, which, among several provisions, requires preparation of a Public Services and Facilities Element of the General Plan.

More recently the issue of water has become a significant area of concern. It is addressed by the Growth Management Oversight Committee in their first annual report to the City Council on August 22, 1989. The main concern is focused on the Otay Water District. The Water District, because of the lack of terminal storage, has instituted an allocation program for the issuance of building permits. In the interim, agreements have been reached with major developers to finance and construct new storage reservoirs to be in place by 1992. In their first report to the Council, the Growth Management Oversight Committee adopted a Formal Statement of Concern on water in the Otay District. They requested that the Council adopt a resolution reflecting their concerns and forwarding it to the Otay Water District. The city, also, has recently formed a Water Task Force to address this significant public facility issue.

2) Healthy Economy

One of Chula Vista's more innovative efforts to integrate growth management and economic vitality is use of 'Economics' as one of the Threshold Standards adopted in 1987. Fiscal Impact Reports and Public Facility Financing Plans for large-scale projects are used with annual development and economic forecast reports to evaluate economic impacts of development. The City's General Plan includes commercial and industrial plans for several areas: Central Chula Vista (revitalization through circulation and urban design improvements; additional residential construction to support retail commercial uses and redevelopment projects such as the Bayfront and the Chula Vista Center), Eastern Territories (phased development of a comprehensively-planned urban center auto park and Otay Valley Road Redevelopment Area), Montgomery (visual improvements to commercial/industrial areas; upgrade of infrastructures; integration of light industrial uses).

3) Affordable Housing

The City of Chula Vista has numerous programs, both existing and proposed, that seek to fulfill two major housing goals: preserving and rehabilitating existing housing stock, and encouraging construction of new homes in a range of prices within the means of all income groups. The most important components of the City's comprehensive 'Action Program' include:

- a) promoting neighborhood involvement in home improvement and maintenance;
- b) broad-ranging affordable housing program with twenty different sub-programs;
- c) incorporating Housing Element programs into the City's Capital Improvement Program;
- d) taking a proactive stance for water and energy conservation in order to reduce development-related costs, and thus make low-to-moderate housing economically viable;
- e) paying particular attention to mobile home parks as a viable component of the housing stock;
- f) requiring large scale development programs to set aside a portion of their product for low and/or moderate housing units.
- g) continuing the use of the Neighborhood Revitalization Program (NRP) in Montgomery to assist residents and property owners through a program of public and private improvements. A main ingredient of this should continue to be the Community Housing Improvement Program (CHIP) which provides rehabilitation loans to upgrade the existing housing stock.

4) Community Character and Identity

The 'Vision' statement in Chula Vista's General Plan describes those aspects of the City that are to be its signature:

the Bayfront, Greenbelt and Trail System, stable and revitalized urban core, expansive new residential, commercial and educational developments in the Eastern Territories; an urban fabric knit together with an efficient private and public transportation system.

To achieve this identity the City has adopted a broad range of strategies. For example, provisions for park and recreation facilities are included in Chula Vista's comprehensive

facilities planning measures and comprise one of the Threshold Standards used to both set development criteria in the Eastern Territories and gauge performance. Other planning tools at the City's disposal: Bayfront planning for visitor, recreation and conservation uses; Eastern Territory development emphasizing environmental designs; emphasis on urban design and visual improvements to established planning areas such as Central Chula Vista and Montgomery; plans to link the waterfront, existing urban neighborhood parks, and the newly developing areas with vehicular and greenbelt access.

Perhaps the most far reaching step to enhance Chula Vista as a dynamic integrated city was the appointment in 1989 of over 200 citizens to the Chula Vista 2000 Task Force. This Task Force has been formed by the Council to address important issues facing Chula Vista as the city moves to the year 2000 and the 21st century. The Task Force will focus on the following areas: open space and environmental issues; parks and recreation; libraries; economic development and jobs; day care and the arts.

5) Open Space and Natural Resources

Chula Vista is particularly blessed with significant vistas and open spaces with a variety of natural resources, and the City has taken a multiple-track approach to their conservation and management: preservation of critical landforms, such as Mother Miguel Mountain, requirements for open space dedication as part of large-scale development in the Eastern Territories, incorporating natural resource preservation in Bayfront redevelopment plans, and integration of open space elements in a City-wide Greenbelt and Trail System around the City from the Otay Lakes to the Bay. The latter is the most innovative component; besides its obvious benefits (open space and recreation), it will help unify the City's various planning areas and add immeasurably to the quality of life in Chula Vista.

6) Regional Growth Management

In contributing to regional problem-solving efforts, Chula Vista representatives have participated in a number of planning forums: SANDAG, San Diego County/SANDAG Regional Growth and Planning Review Task Force (as SANDAG representative), SANDAG Regional Facilities Financing Advisory Committee, Proposition 'C' Blue Ribbon Committee (preliminary organization for Regional Growth Management Review Board), Otay Valley Regional Park, Interjurisdictional Task Force for United Enterprises (Otay Ranch), Metropolitan Sewage System Task Force, Otay Mesa Transportation Study, and an on-going SR-125 route location analysis.

Air quality is also a regional concern that is not directly addressed by the above described planning forums. It is, however, a prime example of a resource that cannot be solely

legislated or controlled on a local jurisdictional basis. The San Diego Air Pollution Control District-in coordination with SANDAG-has developed and updated the 1982 State Implementation Plan revision for the air basin. The plan has the goal of achieving healthful level of air quality as mandated by state and federal laws. Included in the plan are new stationary and mobile source controls; car pooling, van pooling, and other ride-sharing programs, and energy conservation measures. The air plan is designed to accommodate a moderate amount of new development and growth throughout the basin. The air quality planning is based on SANDAG's adopted Series 5 regional growth forecast and will have to be amended considering SANDAG's current Series 7 projections.

The Air Pollution Control District provided the Growth Management Oversight Committee with five-year summary data for the region plus data for the monitoring site at 80 "J" Street in Chula Vista. Based on their studies, the Growth Management Oversight Committee made a recommendation to the Council that the air quality threshold had been met for 1988-89.

3.0 GOALS AND OBJECTIVES

3.1 The Growth Management Goal: Quality of Life

This Growth Management Element has but a single goal, and it can be simply stated:

To direct and coordinate growth and development policies in ways that not just maintain, but consistently endeavor to improve, the quality of life for current and future residents of Chula Vista.

Quality of life means so many different things to different people. Quality of life is inexorably linked with the real world growth management issues previously discussed -- adequate public facilities and services, economic health, cultural enrichment/urban design, and regional growth management. But, in addition, and perhaps more important quality of life is a concept that illuminates some of our most fundamental requirements for meaningful and pleasurable human life.

3.2 Growth Management Objectives

The objectives of the City of Chula Vista Growth Management Element fall into six categories, each related to the growth management issues discussed in Part 2, and the essential components of the quality of life concept just reviewed. There is an integral relationship between the objectives and policies that follow, and those expressed in other elements of the General Plan that address those requirements: land use, public facilities, housing, conservation and open space.

Objective 1: Public Facilities and Services

Require that the pace and pattern of residential and commercial and other non-residential development be coordinated with provision for adequate public facilities and services, and monitor changes in adequacy standards to measure the impacts of growth by:

- a. Permitting large-scale development only through a process that phases its construction with the placement of necessary infrastructure and contribution to public services prior to or concurrent with need.
- b. Ensuring that public facilities and services are constructed in a timely manner, in concert with the City's Capital Improvement Program and development impact fee program.
- c. Monitoring the impacts of growth and development on critical facilities and services through the use of

"Threshold Standards" applied consistently in all community planning areas, that set acceptable performance levels, and contain provisions to control development when standards are not met.

Objective 2: Healthy Economy

Encourage a healthy and sustaining economy that provides Chula Vista with competitive diverse employment and shopping opportunities through:

- a. Conducting a periodic economic analysis for the city as a whole.
- b. Evaluating tax revenues city-wide to assess the City's financial ability to provide public services.
- c. Balancing new growth and revitalization of urban areas so as to create equal economic opportunities and quality of life.
- d. Creating opportunities for participation in the economy by encouraging training and education for disadvantaged groups, with improved locational, vehicular and housing access to employment centers.

Objective 3: Local and Regional Fair Share Housing Needs

Adopt housing strategies that respond to local and regional needs for affordable shelter in a comfortable living environment, such as:

- a. Using both incentives for private development and public/private partnerships to increase construction of housing affordable to low and moderate income groups throughout the Planning Area.
- b. Addressing the needs of local residents with special design or housing requirements, such as the handicapped and homeless.
- c. Setting up housing supply objectives to assess the success of efforts to meet regional 'fair share goals' for providing shelter for the financially or physically disadvantaged.
- d. In the urban planning areas, considering financial or other appropriate incentives to encourage the retention of single-family neighborhoods and high-levels of homeownership, particularly among the elderly or disadvantaged.

Objective 4: **Community Character and Identity**

Encourage a sense of community character and identity by:

- a. Planning for land use patterns and a regional transit system that provide neighborhood and city-wide linkages, and focal points of special interest and gathering.
- b. Encouraging delineation of planning areas that are defined by features including physical amenities, natural landmarks and resources, design elements and public facility or institutional uses.
- c. Developing the concept of City and community 'gateways' that serve as entrances to the City and its communities.
- d. Pursuing development of a four-year university, olympic training center, and encouraging community participation and access to its educational, cultural and physical activities.
- e. Promoting and encouraging a range of special events and cultural celebrations that honor the City's ethnic diversity, history and future.
- f. Preserving the urban form and character of existing neighborhoods and ensuring the ability of the City to adequately serve those areas.

Objective 5: **Open Space Resources**

Implement a comprehensive, long-range strategy to preserve the Planning Area's open space and natural resources by:

- a. Developing a city-wide open space system with greenbelt corridors that link the Eastern Territories and Bayfront, and incorporate public access for passive pedestrian, bicycle or equestrian activities.
- b. Preserving the majority of open spaces in their natural form, allowing development of recreational facilities in selected areas separated from natural preserves.
- c. Controlling modifications to the topography that may occur as part of the development process so as to retain as much of the natural landform as possible.
- d. Striving to acquire and develop adequate park and recreation facilities in all Chula Vista planning areas.

Objective 6: Regional Growth Management

Recognize the importance of regional cooperation in the success of growth management efforts by integrating Chula Vista's efforts identified in this element with those of other appropriate agencies. Those shall include:

- a. Seeking discussion with neighboring jurisdictions on sub-regional or project planning concerns of mutual interest.
- b. Actively participating in regional and subregional cooperative planning forums addressing issues effecting the quality of life in Chula Vista and the San Diego region, especially the issues of air quality and transportation which must be addressed on a regional basis.
- c. Actively planning in regional planning efforts to meet air quality standards in accordance with established federal and state requirements.
- d. Continuing to participate in SANDAG task forces or committees such as those mentioned in this element or others that serve to implement the goals, objectives and policies as stated herein such as the SANDAG Regional Public Facilities Financing Plan Advisory Committee.

4.0 POLICIES

4.1 Introduction

The goal of providing an optimum quality of life for all of Chula Vista's residents will be accomplished through implementation, and consistent, long-term application of the growth management policies that follow. The "Policy Areas" augment the objectives discussed earlier in this document.

4.2 Growth Management Policies

Policy Area 1: Public Facilities and Services

It is the policy of Chula Vista to:

- a. Devise patterns of future development that will allow growth to proceed in rational increments that preserve an urban form with optimum open space.
- b. Require all large-scale, or other significant public or private developments to prepare a 'fiscal impact report' discussing a project's individual and future cumulative effects on the city's fiscal well being.
- c. Establish a permanent development impact fee assessed to all private development projects to mitigate city-wide development impacts. Monies collected shall be earmarked for specific public facility and service improvements throughout the city.
- d. Refine the use of development agreements to obtain needed public facilities and services for development entitlements above that which would be required by the Subdivision Map Act or other planning provisions.
- e. Continue the use of public facility and services 'threshold standards' towards the following purposes:
 - (1) Define those public facilities and services integral to accepted definitions of a quality living environment;
 - (2) Define a minimum acceptable level of service or operation for each that will maintain that quality environment, while allowing reasonable population growth and development to continue;
 - (3) Provide a means for monitoring the impacts of development in these critical facilities

and services on a project-by-project, and city-wide basis;

- (4) Through the 'Growth Management Oversight Committee', annually review and report to the Chula Vista City Council on the performance of the 'threshold standards' policy in light of growth and development trends and impacts in the city as a whole.
- f. Develop a city water plan in conjunction with the San Diego County Water Authority, the City of San Diego, the Sweetwater Authority and the Otay Water District to ensure an adequate water supply and to ensure that Chula Vista has an adequate storage, treatment and transmission facilities are constructed concurrently with future development.
- g. Evaluate proposal from the SANDAG Task Force on Regional Facilities Financing in order to coordinate local development impact fees (DIF) with any regional DIFs that may be proposed and adopted.

Policy Area 2: **Healthy Economy**

It is the policy of Chula Vista to:

- a. Pursue revitalization programs in the Central Chula Vista, Montgomery, and Bayfront Planning Areas as detailed in the respective community or specific plan for each.
- b. Conduct a periodic economic assessment for the city as a whole to include:
 - (1) Profile of economic structure as it relates to municipal and subregional demographics and employment base;
 - (2) Profile of surpluses and deficiencies in the local economy, with recommendations for mitigating inequities;
 - (3) Profile of employment/unemployment by demographic group and economic sector, with recommendations to correct imbalances;
 - (4) Vacant land available for commercial/industrial/manufacturing development;
 - (5) Summary of the relationship between economic gains achieved through revitalization in established planning areas, and new

commercial/industrial development in the Eastern Territories.

- (6) Summary of commercial/industrial development costs and Chula Vista's comparative position in the region

Policy Area 3: Local and Regional Fair Share Housing Needs

It is the policy of Chula Vista to:

- a. Require private development projects to include a portion of units in each master planned community (specific plan area) to be reserved for low-to-moderate income individuals and families.
- b. Encourage private development projects to construct housing for the elderly. Establish site development standards that define those necessities and amenities required for elderly housing to be used during project review.
- c. Work with private non-profit housing advocacy organizations to develop affordable housing.
- d. Consult with community organizations to identify potential sites for infill development suitable for affordable housing.
- e. Make efficient use of existing State and Federal government programs, and advocate additional assistance to support local housing construction.
 - (1) Allocate a portion of Community Development Block Grants for the city-wide affordable housing program;
 - (2) Encourage the private sector to make use of State and Federal incentive programs.
- f. Annually assess local efforts in meeting regional fair share housing goals, and offer recommendations on ways to address deficiencies.

Policy Area 4: Community Character and Identity

It is the policy of Chula Vista to:

- a. Require master-planned communities and community revitalization projects to follow land planning, architectural and landscape design standards that preserve significant natural features and environmental resources while providing a sense of place within that development. (Exhibit "3").



CHULA VISTA LANDFORMS

Source: P&D Technology



EXHIBIT 3

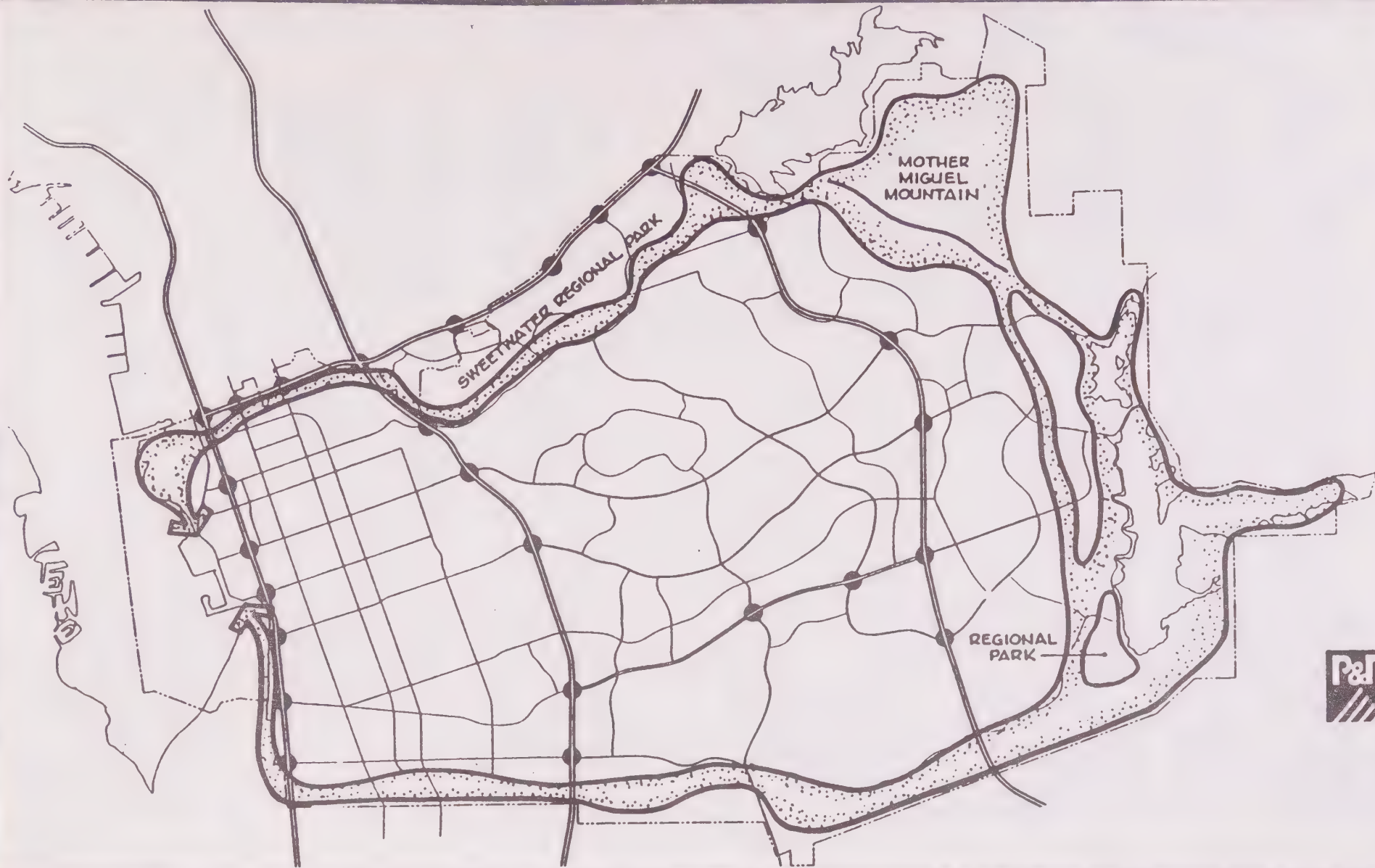
NO SCALE

- b. Require master-planned communities to implement the goals and objectives of the Greenbelt concept of the General Plan by preserving regionally significant open space linkages that connect developments.
- c. Implement strategies to encourage owner-residency in existing single family neighborhoods and promote the preservation of stable, existing single family homes.
- d. Develop a marketing plan to attract a four-year university to a site so designated in the Eastern Territories. The plan should include strategies for encouraging university/community interaction and participation.
- e. Continue existing forums of public participation in the planning and governing process.
- f. Develop a public facility plan and financing program for the construction or upgrading of public facilities within the Central Chula Vista and Montgomery communities.
- g. Prepare an urban design element for central Chula Vista and Montgomery to address implementation issues such as density, height, bulk and scale of new development.

Policy Area 5: Open Space Resources

It is the policy of Chula Vista to:

- a. Promote the implementation of the Chula Vista Greenbelt (Exhibit "4"), by establishing or consolidating with a regional park entity to oversee property acquisition, master planning, phased implementation, maintenance of the greenbelt/regional park.
- b. Require large-scale, master planned communities to prepare a comprehensive resource conservation plan.
- c. Implement public education programs for children and adults to instill interest, knowledge and appreciation for local and regional natural resources. Programs may include, but are not limited to the following subjects:
 - (1) San Diego Bay wildlife and vegetation
 - (2) Urban natural history and resources
 - (3) Otay Valley natural history, land use, and environmental values



CHULA VISTA OPEN SPACE/GREENBELT SYSTEM

Source: P&D Technology



EXHIBIT 4

NO SCALE

- (4) Coastal and inland chaparral
- (5) Rice Canyon Natural Preserve System
- d. Preserve sensitive natural resources from development by use of the following methods:
 - (1) Require conservation or open space easements as part of the development review process.
 - (2) To retain steep slopes depicted on the General Plan in a natural states, generally limiting development on slopes measuring 25 percent or greater slope measured on a 100 foot rise. Transfer Density Rights (TDR) program may be used to compensate for limited hillside development potential. (One dwelling unit per 10 acres)
 - (3) Sensitive land development techniques which minimize the need for massive landform modification and incorporates contour grading and other visually responsive programs that mitigate impacts.
 - (4) Viewshed protection overlay for significant landforms as natural features within current City boundaries, or such areas as may be annexed from the sphere of influence, including portions of Mother Miguel Mountain, the Sweetwater Valley, Otay River Valley, Otay Lakes, and Bayfront.
- e. Implement programs for preservation of natural water resources, including, but not limited to:
 - (1) Natural, non-structural flood control channels.
 - (2) No filling or dredging of tidal marshes, brackish lagoons or sloughs.
 - (3) Preventing deposit of fill or construction within any floodway.
- f. Allocate a portion of Community Development Block Grant money for development of park and recreation facilities in urban planning areas such as Central Chula Vista and Montgomery.

Policy Area 6: Regional Growth Management

It is the policy of Chula Vista to:

- a. Support establishment of a regionally representative body to oversee regional planning and participate in the Regional Growth Management Review Board.
- b. Link the Chula Vista Greenbelt with a regional or subregional open space network.
- c. Coordinate residential and commercial development timing and phasing with construction in adjacent jurisdictions so as to minimize impacts to traffic flow, water supply, air quality, sewage disposal, and regional economic balance.
- d. Implement tactics in the adopted Regional Air Quality Maintenance Plan and other measures which may be developed in the future as part of regional planning efforts to reduce air pollutant emissions to meet state and federal standards for ambient air quality.
- e. Support regional efforts through SANDAG to develop a Transportation Demand Management Program to preserve mobility, improve environmental quality and economic viability, conserve resources and reduce negative impacts of regional traffic congestion.
- f. Support regional efforts to obtain full State funding for services regulated and required by the State.
- g. Expand use of Memorandums of Understanding and Agreements to coordinate subregional planning in such areas as:
 - (1) Comprehensive Planning of Otay Ranch
 - (2) Construction and management of highways and other infrastructure
 - (3) Park and recreation facilities such Otay Regional Park

5.0 GROWTH MANAGEMENT ACTION PROGRAMS

The goal, objectives and policies contained herein are intended to not only implement the various elements of the General Plan but provide a foundation for the planning, environmental and public facility based tasks that are ahead in the next phase in this Growth Management Program. That next phase is outlined in Appendix #3 of this Growth Management Element.

In addition to setting that kind of a foundation, there are certain needs which become evident when preparing an element of this kind. In the case of Growth Management those needs must be filled before you can go on to the next phase so as not to adversely impact the foundation of your planning in the interim. Before discussing each action program, the following is a summary of how each Growth Management objective is being proposed for implementation.

1. Phased Development/Public Facilities and Services

- ... Policy Area 1
Action Program 5.2
Action Program 5.3
Action Program 5.5

2. Healthy Economy

- ... Policy Area 2
Action Program 5.2

3. Local and Regional Fair share Housing

- ... Policy Area 3
Action Program 5.3

4. Community Character/Identity

- ... Policy Area 4
Action Program 5.3

5. Open Space Resources

- ... Policy Area 5
Action Program 5.3
Action Program 5.4

6. Regional Growth Management

- ... Policy Area 6
 - Action Program 5.1
 - Action Program 5.3
 - Action Program 5.5

5.1 Regional Growth Management

Recognizing the fact that the City has participated in all of the regional growth management programs proposed by the County of San Diego, SANDAG, and other governmental agencies, this action program will not be difficult for the City to implement. It is proposed simply to recognize and support the fact that certain quality of life issues could not be responded to solely within City borders. Issues such as traffic circulation and management, water quality and quantity, air quality, and schools are just a few of the facility and resource issues that are regional in nature.

Action Program 5.1.1 - Continue to endorse the five-year population growth projection based on Series VII (or subsequent updates), SANDAG Regional Growth Forecast. Based on this figure and city data, calculate population projections for each community area, or other appropriate planning sectors of the City. Since these projections are not now completed by community area, this figure should be adjusted to represent the adopted general plan regardless of its jurisdictional status.

Action Program 5.1.2 - Utilize the Series VII projections for both short and long term planning for growth, public facility requirements and their phasing.

Action Program 5.1.3 - Continue to participate with other jurisdictions in the region to implement the recommendations of the Regional Growth and Planning Review Task Force and the Proposition "C" Blue Ribbon Committee on Regional Growth Management. These recommendations are included in Appendices 2 of this Element.

Action Program 5.1.4 - Continue to participate in the planning for SR-125, the Otay River Valley and joint City/County effort to plan and coordinate the Otay Ranch.

Action Program 5.1.5 - Continue to participate in Air Quality improvement programs with the San Diego Air Pollution Control District and SANDAG, including transportation congestion management programs at the regional level.

Action Program 5.1.6 - The City of Chula Vista, as a member of the Regional Planning and Growth Management Review Board should recommend that the regional air quality issue be thoroughly evaluated and that implementation strategies be

developed by the Board. Consideration should be given to establishing an annual reporting program designed to monitor the regions' progress in achieving air quality goals.

Action Program 5.1.7 - Implement regional air quality strategies for achieving clean air standards and incorporate appropriate measures as conditions of project approval.

Action Program 5.1.8 - Develop residential, commercial and industrial land uses in a manner that supports the concept of regionally or sub-regionally balanced communities in a compact urban form, and facilitates interjurisdictional cooperation and efficiency in construction and use of transportation and other infrastructure systems.

5.2 Public Facilities and Services

This Growth Management Element is the framework for the preparation of an implementation plan that will include guiding public facilities planning within the Chula Vista Planning Area for years to come.

Action Program 5.2.1 - Complete Part II of the Growth Management Program, an effort already authorized by the City Council. That effort includes data collection, public facilities and infrastructure inventory and phasing analysis, public facilities and infrastructure financing, and program implementation. The main purpose of this effort will be three fold.

- a. To refine the transportation phasing plan and the permanent development impact fee program to create a more integrated and comprehensive set of phasing standards and financing methods to more fully respond to growth within the planning area.
- b. To refine the phasing of other public facilities including drainage and sewer.
- c. To assure that the phasing of residential development is responsive to other growth management goals, objectives and policies as stated herein.

Action Program 5.2.2 - Develop long-term infrastructure and public services plans for the City as a whole, and for each community, or other designated planning area based on the ultimate population for each.

Action Program 5.2.3 - Establish development construction timing and phasing schedules for all public and private large-scale projects in the Chula Vista Planning Area, with comprehensive and binding agreements for facilities and public services.

Action Program 5.2.4 - Until the above plan is complete and accepted by the City Council, all projects considered by the Council shall contain a condition requiring conformance to the plan. Existing approved projects may proceed on the basis of development agreements and public facility phasing plans as previously accepted by the City Council. The Planning Department, however, shall monitor the issuance of building permits and report their status to the City Council on a annual basis. Specific items to be addressed in that report shall be:

- a. Impact on SR 125 and other circulation element roads.
- b. Progress regarding terminal water storage facility requirements and the status of the Otay Water District allocation program.

5.3 Growth Management Oversight Committee Recommendations

In November of 1987, the City adopted a policy which created threshold standards in a Growth Management Oversight Committee. The standards are linked to measurable criteria for 11 quality of life issues.

Air Quality	Economics
Police	Fire/Emergency Medical Service
Schools	Libraries
Parks/Recreation	Water
Sewer	Drainage
Traffic	

Seven of these issues (police, fire, park, water, sewer, drainage, and traffic) are evaluated on a project by project basis. All 11 issues are reviewed annually by the Growth Management Oversight Committee, which was set up at the same time as the standards to monitor these standards as well as to monitor growth-related quality of life activities throughout the city.

The threshold standards measure the components of a quality living environment that can be easily measured. As critical as the threshold standards in public facilities elements as to the Chula Vista Growth Management Plan, other components of the Growth Management Element--whose subject matter may not be so amenable to data banks and measurements--are no less important. Respondents to public opinion surveys on growth have always expressed concern about traffic and other infrastructural inadequacies. But they also have mentioned a variety of other issues such as need to preserve open space, loss of community identity, the high cost of housing, and the common sense of regional cooperation. By giving housing, community character, natural resources and regional planning an equal place in the Growth Management Element, the City of Chula Vista recognizes

that they also contribute to the quality of life for all its current and future residents.

Based on the above, the following action programs are proposed.

Action Program 5.3.1 - Develop ways to monitor the policies of this Growth Management Element that address:

- a) Affordable housing;
- b) Open space resources;
- c) Regional growth management; and
- d) Phasing of development.

Action Program 5.3.2 - Continue to refine the Growth Management Oversight Committee Thresholds so as to more clearly implement the thresholds on a localized basis. Also, expand thresholds to include the impact regional facilities may have on the development of projects within the planning area.

5.4 Resource Protection Policy

As stated within this element, the citizens of Chula Vista repeatedly expressed concern for rapid development and urbanization of destroying the open vistas and natural resources that make the City distinctive. With that wealth of resources within its planning area, Chula Vista's task is to plan for their appropriate conservation and integration into any future development.

Based on that, the following is recommended.

Action Program 5.4.1 - Prepare a Resource Protection Policy that will protect sensitive land as defined by the Chula Vista General Plan. Implementation should include mapping, special zoning designations to protect wetlands, floodplains, deep slopes, sensitive habitats, and significant prehistoric and historic sites.

Action Program 5.4.2 - Coordinate with the adjacent agencies to develop an aggressive region-wide program for the preservation and acquisition of lands for parks in natural open space areas. Consider formation, where appropriate, of a joint power agencies or similar non-profit agencies to coordinate regional efforts.

Action Program 5.4.3 - Develop a program to inventory and map environmentally sensitive lands and other resources, making use of local efforts and existing data to the extent possible.

Coordinate with adjacent jurisdictions and SANDAG to collect and map all resources.

Action Program 5.4.4 - Require as part of any large scale project a resource protection plan that would translate from the project level the project's impacts on any resources that are regional in nature. Specific concern would relate to any open space systems or major regional open space features that are identified in the Chula Vista General Plan.

5.5 Water

Substantial improvements to water facilities within the Otay Water District are necessary to meet the needs of this developing area. In addition there is potential for a water supply shortfall in Southern California in the 1990s. The availability of adequate water supplies are critical to future development within the City and the region, and the need to implement water conservation measures is becoming increasingly important.

Based on that, the following is recommended:

Action Program 5.5.1 - Prepare a plan, in conjunction with the City of San Diego County, Water Authority, Otay Water District and Sweetwater Authority to ensure the adequate provision of water facilities within the Chula Vista Planning Area to both terminal water storage and regional supply.

Action Program 5.5.2 - Adopt an ordinance establishing water conservation requirements to limit domestic and commercial water consumption through water conservation oriented to all types of development and landscaping uses.

Action Program 5.5.3 - As a member of the Regional Planning and Growth Management Review Board, encourage the Board to consider developing a wastewater reclamation policy for the region, and support and participate in the Board's efforts to develop such a policy. Require as a condition of discretionary projects a dual water system facilitating the conversion to non-potable water sources for irrigation of landscaping and other acceptable purposes.

APPENDIX 1

PETITION TO ESTABLISH A CONTROLLED GROWTH ORDINANCE IN THE CITY OF CHULA VISTA TO ENSURE THE CITY'S FUTURE QUALITY OF LIFE

This intense development has impacted neighborhood schools' capacity to absorb children, and:

This intense development has overburdened existing open space for recreational facilities and parks, and:

This intense development has hindered the city's ability to provide police, fire and paramedic protection at a satisfactory level.

SECTION 19.80.20 STATEMENT OF PURPOSES AND INTENT.

Chula Vista has experienced and continues to experience uncontrolled rapid residential growth. This unprecedented growth is having a serious impact on the city's traffic flow, schools, street maintenance, water and sewer services, environmental quality and the city's overall quality of life today and in the foreseeable future. The purpose of this measure is to qualify an effective and fair growth management ordinance by initiative petition of the voters, one that will control growth and protect the quality of life. This measure is not designed to halt city growth, but to ensure that rampant, unplanned development does not overtax facilities and destroy the quality and home town character of Chula Vista.

It is the intent of the people of the city to better plan for and control the rate of residential growth in the city in order that the services provided by city, school, park, utility and/or service agencies operating in the city can be properly and effectively staged in a manner that will not overextend existing facilities, and in order that deficient services may be brought up to required and necessary standards by minimizing, by means of long-range financial planning, the avoidable problems of shortsighted piecemeal growth. In order to accomplish this, this ordinance will guarantee that any fees collected for drainage, schools, streets, utilities, parks and recreation facilities be collected or assured by the developers in advance of development impacts and shall be properly utilized and spent by the city or city agency in a timely manner to ensure that the impact of the development will not have a negative impact on the residents of Chula Vista.

It is the intent of the people of the city to establish control over the quality and rate of growth of the city in the interest of: preserving the character of the community; protecting the open space of the city; protecting the quality of life in the city; ensuring the adequacy of city facilities, school facilities, recreation and park facilities and services; ensuring the balanced development of the city; preventing further significant deterioration of environmental quality; ensuring that the future traffic demands do not exceed the capacity of streets; ensuring character of the city's existing neighborhoods are preserved; ensuring the adequacy of fire and police and paramedic protection; and providing adequate water and sanitary sewer systems.

SECTION 19.80.30 NO DEVELOPMENT WITHOUT ADEQUATE PUBLIC SERVICES AND FACILITIES.

City Council shall ensure that the revised General Plan will have a specific element known as the "Public Services and Facilities Element". The purpose of the element is to ensure development shall not occur in the City of Chula Vista that would degrade existing public services and facilities below acceptable standards until all additional necessary public services and facilities required for that development are assured or scheduled for timely completion as determined by the City Council in accordance with but not limited to the following criteria:

If the existing major city streets and thoroughfares do not have the capacity to accommodate the proposed development without substantially altering existing traffic patterns or overloading the existing street system, then construction or widening of a major link or links of the major traffic network shall be staged as necessary to ensure the quality of existing traffic flow is maintained.

If the existing drainage facilities cannot adequately dispose of the surface runoff of the proposed development, then incremental construction of major and/or minor water course facilities shall be required.

If the existing water storage and distribution systems cannot service the needs of the proposed development, then incremental construction of major water system improvements shall be required.

If the existing city parks and recreation facilities are, according to the established standards, inadequate to serve the proposed development, financing and/or construction of parks and recreation facilities shall be required.

The Fire and Police Departments shall have the capacity to provide fire and police protection in accordance with established response standards and fiscal policies of the city.

The appropriate school districts shall have the capacity to absorb the children expected to inhabit the proposed development.

The libraries shall have the capacity to properly service the people expected to inhabit the proposed development.

The capacity of sanitary sewer plants and effluent lines to dispose of waste of the proposed development shall be sufficient, or tributaries by the proposed development toward additional construction of additional sewer system improvements shall be required.

SECTION 19.80.40 FUNDING OF PUBLIC SERVICES AND FACILITIES.

The City Council shall require that any individual, partnership, joint venture or corporation receiving approval of a tentative division map or any other discretionary approvals for any development project shall assure all funds necessary to meet Public Service Facility Element needs and assure developer's participation in the timely construction and financing of facilities.

Assurance of construction and financing is defined as any acceptable financing method including but not limited to bonding, reimbursement agreements, development agreements, assessment districts, community facilities districts that provides assurance to the city the required funds or improvements shall become available for the timely renovation or expansion of impacted Public Services and facilities.

The City Council shall expend all funds collected under 19.80.40a solely for the purpose for which they were advanced.

SECTION 19.80.50 TIMELY RENOVATION OR EXPANSION OF PUBLIC SERVICES AND FACILITIES

Stagnancy of residential development projects shall occur only in increments until related agreed upon renovations or expansions to Public Services and Facilities are scheduled for timely completion.

SECTION 19.80.60 LIMITATIONS OF RESIDENTIAL DEVELOPMENT EXEMPTIONS

Following are the only allowable exemptions under this ordinance.

Single family dwellings on existing single-family lots.

Rehabilitation or remodeling of existing dwellings or replacement of an existing dwelling or a conversion of apartments to condominiums not adding any units.

Any development project that has vested rights prior to July 1, 1988. This measure shall apply to all proposed development or development of Chula Vista except a development or redevelopment proposal which has obtained a "vested right" as of the effective date of this measure. For purposes of this measure, a "vested right" shall be:

1) "A project's right is vested where a property owner has performed substantial work and incurred substantial liabilities in good faith once upon a permit issued by the City."

PETITION TO ESTABLISH A CONTROLLED GROWTH ORDINANCE IN THE CITY OF CHULA VISTA TO ENSURE THE CITY'S FUTURE QUALITY OF LIFE

2) The "substantiality" of the expenditures incurred and of construction performed and the question of whether or not such expenditures and construction were in "good faith" are questions of fact to be determined on a case by case basis by the City Council following application by the landowner or developer and upon notice to the interested public, and following public hearing.

d. Except for a, b, and c of this section, any development shall provide all necessary public services and facilities required to serve that development are ensured in accordance with the criteria set forth in Section 19.80.40.

SECTION 19.80.70 CHULA VISTA ZONING CODE MODIFICATION.

a. Rezoning of property designated for residential development under the city's Zoning Code shall be permitted only to the next highest residential density category in any two year period according to the following schedule:

A	Agricultural Zone
R-E	Residential Estates Zone
R-1	Single Family Residential Zone
R-2	One and Two Family Residential Zone
R-3	Apartment Residential Zone

Property in the county pre-zoned for annexation as part of a planned community shall be deemed in compliance with this section regardless of the county zoning approved for the property. Property in the city zoned or proposed to be rezoned as part of a planned community shall be deemed in compliance with this section. This section shall not apply to rezones from a residential to a residential agricultural category.

b. Any annexation of lands within the city's sphere of influence shall conform to the purposes, intent and requirements of this ordinance.

c. After property is annexed by the city, the pre-zoning approved for the subject property cannot be amended or changed in any way for a two year period. This provision shall apply only to pre-zones approved after the effective date of this Ordinance.

d. Rezoning commercial or industrial property to a residential zone shall be permitted only to the maximum residential density corresponding to the potential traffic generation that was applicable prior to the rezoning to residential. In addition, property which is rezoned from residential to commercial or industrial may not be rezoned to a residential category of higher density than that which was applicable prior to the rezoning to commercial or industrial. This provision shall apply only to rezones approved after the effective date of this Ordinance.

e. Property which has been previously zoned which changes unit configuration resulting in the same or a decreased level of density (units) shall not be considered a zone change under this section.

SECTION 19.80.80 ADOPTION OF CONSISTENT POLICIES.

The City Council of the City of Chula Vista is hereby authorized and directed to adopt such further ordinances, resolutions, policies or procedures consistent with the purposes, intents and requirements of this ordinance.

SECTION 19.80.90 ORDINANCES IN CONFLICT.

All provisions of the Charter, City ordinances or provisions thereof in conflict with this Chapter are hereby repealed.

SECTION 19.80.100 MODIFICATION.

The City Council may, after a public hearing, and by an affirmative vote of no less than five members of the City Council, amend any part of this Ordinance, if said amendment and only if said amendment is clearly in keeping with the intent of this Ordinance. Or, by no less than three affirmative votes of the City Council, the City Council may place a proposed amendment unto a ballot for the purpose of obtaining a binding vote of the people of the city concerning said amendment.

SECTION 19.80.110 STATEMENT OF VOTER INTENT.

This ordinance is inconsistent with and intended as an alternative to any initiative or ordinance which would place a fixed numerical limitation on the rate of residential construction or establish inflexible standards for the requirements of public facilities to be provided by any development project. If this ordinance and any such initiative ordinance are both passed by a majority voting thereon then the one with the most votes shall prevail.

SECTION 19.80.120 JUDICIAL REVIEW.

a. Any legal action to challenge a decision or denial of the Council or any other government body performing a function under this Ordinance, must be filed in a court of competent jurisdiction within thirty (30) days immediately following the action challenged.

b. Any legal action to challenge any provision of this Ordinance or to challenge the intent of this Ordinance, must be vigorously defended by the city.

SECTION 19.80.130 SEVERABILITY.

If any provision of this Ordinance, or the application thereof, to any person or circumstance is held invalid by a court of competent jurisdiction, the validity of the remainder of this Ordinance and the application of such provisions to other persons or circumstances shall not be affected thereby.

SECTION 19.80.140 CODIFICATION.

This Ordinance shall be codified.

SECTION 19.80.150 EFFECTIVE DATE.

This Ordinance shall be considered as adopted upon the date that the vote is certified by the City Clerk, and shall go into effect immediately thereafter.

SECTION 19.80.160 PUBLICATION.

The City Clerk of the City of Chula Vista is hereby directed to publish this Ordinance within fifteen (15) days after its passage in the Chula Vista Star News, a newspaper of general circulation in the City of Chula Vista.

APPENDIX 2

REPORT OF THE BLUE RIBBON COMMITTEE
APPOINTED TO IMPLEMENT
PROPOSITION C
THE REGIONAL PLANNING AND GROWTH CONTROL MEASURE

1. INTRODUCTION

In November, 1988, San Diego County's voters approved Proposition C, an advisory measure proposing the creation of a Regional Planning and Growth Management Review Board. The measure suggested that a committee composed of representatives of each city and the County be appointed to consider and recommend, by June 30, 1989, an appropriate organizational structure for the Regional Board. That committee, known as the "Blue Ribbon Committee," was appointed by the respective councils and the Board of Supervisors. The Committee began meeting in January, 1989. Its preliminary recommendations, presented below, were completed on June 23, 1989. They are submitted to the governing bodies of the cities and the County for review and comment. The Committee also is seeking input from other interested agencies, organizations, and individuals. A suggested procedure and schedule for the review period is presented in part 4 of this report. The Committee will use the comments and suggestions to prepare its final report to the region.

The Committee's recommendations are based on:

- A cooperative approach to regional growth management, as proposed by Proposition C;
- protecting local control over local planning and development decisions;
- using existing agencies to achieve regional cooperation;
- avoiding duplication of responsibilities or transferring responsibilities from one agency to another.

2. SUMMARY OF RECOMMENDATIONS

The Blue Ribbon Committee recommends that SANDAG, through an amendment to its Joint Powers Agreement, serve as the Regional Planning and Growth Management Review Board proposed in Proposition C:

- The Regional Board would be composed of an elected representative from, and selected by, the governing body of each of the 18 cities and the County. Member agencies would have the option to appoint different members for the SANDAG and Regional Board functions. Advisory (non-voting) membership would be offered to CALTRANS, the U.S. Department of Defense, and the San Diego Unified Port District. The City of Tijuana has liaison membership on SANDAG.
- Staff support to the Board would be provided by SANDAG. An advisory committee would be established composed of management staff (e.g., managers, planning directors) of the member agencies.

- The issues the Board should address are listed below. It should be noted that these items are not necessarily the exclusive domain of the Regional Board. The subjects are: quality of life standards and objectives; holding capacities; growth rate policies; growth phasing; regional land use distribution; growth monitoring; open space preservation; significant regional arterials; transportation system management; transportation demand management; siting and financing regional facilities; consistency of regional and local plans; and regional growth management strategy. The Committee concluded that the details on these subject areas should be referred to the Regional Board once the Board is established.
- Local agencies should determine ("self certify") the consistency of the pertinent elements of their general plans with regional plans. Upon request by a member agency, the Regional Board would review these self-certifications, and make findings regarding consistency.
- Subregional activity, whenever and wherever appropriate, should be conducted by ad hoc committees appointed by the Regional Board.
- The Board should use SANDAG's present voting process. The Board also should use SANDAG's conflict resolution procedure for resolving disputes among member agencies, but only as a last resort when other options have been exhausted. Consideration also could be given to a member agency veto of Board decisions.

3. DISCUSSION OF RECOMMENDATIONS

The discussion presented below reflects the issues and alternatives considered by the Blue Ribbon Committee during the preparation of its preliminary recommendations.

Joint Powers Agreement to Establish Regional Board

Before recommending the voluntary joint powers approach, the Committee also considered the use of special state legislation for setting up the Regional Board. Legislation was rejected because the Committee believes a voluntary, cooperative effort is more consistent with the intent of Proposition C. It also feels that the legislative option is always available if local agencies decide the voluntary arrangement is inadequate. The Committee also was concerned about the ramifications of state involvement in this program.

Membership of the Regional Board

In addition to the three agencies recommended for inclusion on the Board, the Committee considered members appointed from the public and special districts. The Committee's conclusion was that Board members should represent agencies with land use control authority. Citizens and special district representatives could be appointed to appropriate advisory committees.

Staff Support to the Regional Board

The other primary option considered on this issue, besides SANDAG staff, was a combined staff committee from various agencies. The Blue Ribbon

Committee decided to obtain direct local agency staff input by recommending creation of an advisory committee composed of management staff members from the various jurisdictions.

Determination of Consistency Between Local and Regional Plans

Three basic options for determining consistency between local and regional plans were presented to the Committee. They were: "self-certification," with local agencies determining consistency between their respective plans and pertinent regional plans; certification by the Board, with the regional body assessing local-regional consistency; and a combination of the two approaches, with each local agency assessing consistency and Regional Board review of these decisions. The Committee's proposal is a modified version of the third option: local determination of consistency with Regional Board review and findings regarding consistency only upon request by a member agency.

Subregional Activity

The Committee was presented with two basic choices for handling subregional issues. They were: creation of standing, multi-purpose subregional units, or appointment of ad hoc committees as needed. The ad hoc approach was selected.

Voting Procedures

One agency-one vote was discussed as an option to a weighted voting procedure for the Board. The Committee concluded that SANDAG's current voting process should be recommended. This process is one agency one vote, with a weighted voting procedure available when requested by at least three agencies.

Conflict Resolution

SANDAG's procedure was the only dispute resolution approach considered by the Committee, but it suggested that it be used only when other options to resolve local agency conflicts have been exhausted. The Committee also agreed to consider the option of a local agency veto of regional board decisions. It should be noted that SANDAG's conflict resolution procedure effectively gives local agencies a veto in disputes because they first must agree to enter into the process. Then, agreement with the proposed decision also is a local prerogative.

4. SUGGESTED PROCEDURE FOR REVIEW OF THE BLUE RIBBON COMMITTEE'S RECOMMENDATIONS

As stated in Proposition C, the "Blue Ribbon Committee shall formulate its recommendation by no later than June 30, 1989." Presented below is a schedule for the review period following distribution of the Committee's report.

Local agency review of the Committee's proposals undoubtedly will extend through the summer of 1989. The Blue Ribbon Committee should remain active during the local review period so that it can respond -- with a final set

of recommendations -- to the comments it will receive from local government, the public, and other interested parties.

Suggested Review Procedure

1. Staff distributes the Committee's report for review and comment to each city council, the Board of Supervisors, all other affected agencies, and the public. Comments are requested within 90 days. Committee members and staff make themselves available to appear at Council/Board and other meetings to present and discuss the report. Staff keeps up with the local review schedules. (July-September).
2. The Committee sponsors one or more public workshops on its report for all local elected officials, other interested parties, and the public. Staff handles arrangements for the workshop. (July)
3. Staff assembles all comments on the report and presents a suggested final report and all comments to the Committee. The Committee reviews the material and makes its final recommendations. (August-September)
4. Staff distributes the final report and any implementing actions to each city council, the Board of Supervisors, all other affected agencies, and the public. Approval is requested from each agency's governing body. (October-November)

APPENDIX 3

GROWTH MANAGEMENT PROGRAM -- PART II

The above described element of the General Plan could be considered Part 1 of the overall Growth Management Program. When authorized by the City Council, most of the effort and direction was place in the second phase or the phase dealing with public facility and public infrastructure phasing and financing. In that light it is necessary to describe that effort and incorporate it into this Growth Management Element to provide the basis for implementation of much of the public facility and phasing of goals objectives and policies contained herein.

7.1 Data Base and Organizational Effort

- (a) Review the General Plan Land Use Element, Growth Management Element, Circulation Element and Public Facilities Element adopted by the City Council.
- (b) Collect and review Master Plans and/or General Plan Elements for:
 - a. Major Streets and Freeways--Circulation Element
 - b. Sewers
 - c. Storm Drains
 - d. Parks
 - e. Libraries
 - f. Public Safety
 - g. Public Works Facilities
 - h. Water
 - i. Schools
- (c) Identify City standards for the provision of the above facilities. Review City adopted interim thresholds for infrastructure.
- (d) Prepare base map for program area to be used throughout study.

7.2 Public Facilities and Infrastructure Inventory and Phasing

- (a) Develop an inventory and analysis of existing facilities.
- (b) Based on the Land Use Scenario adopted by the City Council, identify the facilities needed to serve the fully developed Eastern Territories Area.
- (c) Develop a graphic, a narrative description and a cost estimate for each identified facility.
- (d) Develop a "point of need" threshold for each facility. The threshold point should be based on both qualitative and quantitative criteria.

- (e) Based on a logical extension of the existing infrastructure system, prepare a rate/location of development prediction to final buildout.
- (f) Integrate the required facilities, the rate/location of development and the thresholds into a comprehensive public facilities phasing plan.
- (g) Prepare and submit Task 2 progress report for review and comment by the Task Force and City staff.

7.3 Public Facilities and Infrastructure Financing

- (a) Review financing methods and programs currently available in California.
- (b) Identify existing financing programs currently in place in program area (Assessment Districts, Mello-Roos Districts, Impact Fees, RC Taxes, Park Acquisition and Development Fees, etc.)
- (c) Prepare an estimate of land values for development area.
- (d) Using the public facilities phasing plan developed above, identify proposed method of financing each project or category of projects. Integrate existing finance programs, if applicable.
- (e) Determine if allowed density can support proposed community infrastructure by relating infrastructure costs to land and improvement values.
- (f) Prepare cash flow analysis and refine proposed projects, thresholds, rates/areas of development, and/or proposed financing if necessary.
- (g) Prepare and submit Task 3 progress report for review and comment by the Task Force and City staff.

7.4 Program Implementation

- (a) Prepare computerized tracking system. Where possible, tracking system should conform to existing practices and hardware.
- (b) Working with City Departments, a staffing and organizational structure will be prepared to allow the City to establish and maintain a monitoring and management of development growth in the planning area. Financing of staff and associated costs should be included as a line item for calculating development impact fees.

(c) Amend Council Policies and Administrative Regulations
as necessary.



PART 2. ENVIRONMENTAL RESOURCE MANAGEMENT

The Environmental Resource Management part of the General Plan contains the provisions for conserving and managing the city's natural resources and integrating parks and open space areas into the Community Development part of the General Plan. The City of Chula Vista comprises an area of many natural resources such as the bay, river, valleys, creeks, canyons, mountains, hillsides and plant and animal wildlife. These areas provide the city with rich asthetic visual resources that are essential to the city's character. The objectives and policies included in this part are directed to ensuring that the development of the city does not interfere with maintaining of resources for enjoyment by today's residents and by future generations.



6. OPEN SPACE CONSERVATION

CHAPTER 6
CONSERVATION AND OPEN SPACE ELEMENT
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1. INTRODUCTION

The conservation and open space element provides the city with the necessary direction toward the preservation and enhancement of the planning area's natural environment. This element describes the components and characteristics of a conservation and open space plan for the planning area. The conservation and open space element is a combination of two elements mandated for inclusion in local plans by California Planning and Zoning Law.

Conservation is planned management, preservation and wise utilization of natural resources to assure their continued availability for use, appreciation, and enjoyment. Open space provides for the preservation of natural resources, such as wildlife and their habitat, scenic vistas, unique natural

conditions, sensitive vegetation, agricultural uses and productive soils. Open space also can provide a break in the urban structure, creating visual relief, diversity, texture, pattern and continuity to the overall pattern of development. Additionally, open space can be used to set aside areas that have potential exposure to hazards, such as earthquakes, landslides, fires, floods and erosion. Areas affected by noise from motor vehicles or other transport systems can also be withheld from urban development and preserved as open space.

It follows from the many functions of open space, that this element is strongly related to other elements in the general plan. The conservation and open space element is important in providing input into the land use and circulation elements; the noise and safety elements and parks and recreation element. These elements, in turn, provide direct input to the open space element.

2. EXISTING SETTING

The Chula Vista area has a richness and diversity of its natural and man-made environment. The planning area is divided into three physical and functional districts: the coastal plain from the bay to the vicinity of I-805, the rolling hills and broken mesas east of I-805 and the foothills on the eastern edge of the planning area. The physical characteristics of these areas are discussed in the Land Use Element, Section 7-3.

Substantial committed open space and conservation areas exist within the general plan area. These are listed in Table 6-1 which provides the acreages for the various open space and conservation categories.

3. GOALS AND OBJECTIVES

Prior to preparing the general plan, opinions regarding issues facing the City of Chula Vista were solicited from city officials, staff and the community at large. Issues are statements of either opportunities or problems, which should be addressed by the general plan. Goals and objectives are statements of value regarding what should or should not take

Table 6-1
OPEN SPACE AND CONSERVATION AREAS

	<u>Acres</u>
City Parks	305
Regional Parks	573
Golf Course	396
Publicly owned water areas	3,120
Salt Marsh	247
Utility Easements	286
Schools	658
Cemeteries	113
Civic Center	9

place during the course of the city's development. The Land Use Element contains a broad issues, goals and objectives statement with respect to open space, conservation, recreation and visual quality. The issues, goals and objectives which focus in more detail on the Conservation and Open Space Element are discussed in this section. Others which are specifically intended for a single planning area are discussed in the appropriate area plan (Part 4).

Urbanization has occurred in Chula Vista over many years, and for most of that time little attention was paid to the consequences of growth on the environment. However, in recent years an environmental consciousness has developed. While many of the environmental resources mentioned in the State Law are not present in the Chula Vista area, those important resources which are present should be conserved. Many existing privately owned open space areas will be developed as Chula Vista grows. However, an interconnecting open space system should be retained in those areas, taking into consideration the city's ability to fund the operation and maintenance and the requirements of individual property rights.

As development of the city continues, areas adjacent to designated open space will be subject to development. The value of open space areas should become more apparent as the urban development in the planning area progresses. At the same time, development pressures might threaten the viability of maintaining an open space system. Development of recreation and other compatible activities within areas of the open space system, provided that they are consistent with preservation of sensitive environmental areas, should enhance the living quality of the built environment in the planning area. In addition, it should assist in maintaining the integrity of the system.

GOAL 1. NATURAL RESOURCES

The planning area possesses an abundance of natural resources, such as wildlife and its habitat, canyons, ridgelines, waterways, significant rock outcroppings and mineral resources, and vegetation. The goal of the city is to preserve these natural resources by incorporation into the open space system.

Objective 1. Provide for the judicious management of Chula Vista's natural resources.

Objective 2. Promote land use policies and practices which will minimize the impact of development upon natural resources.

Objective 3. Conserve and maintain the quality of existing water resources by careful management of lands adjacent to water resource areas.

Objective 4. Protect and manage sand and gravel resources for the benefit of the general public.

GOAL 2. AGRICULTURE

Permanent agriculture is an integral part of the conservation and open space plan. The goal is to maintain agriculture as a viable land use in the planning area.

Objective 5. Preserve highly productive agricultural lands for the production of food and fiber.

GOAL 3. OPEN SPACE

The open space corridors are the foci for the entire open space system. The goal is to develop a system open space corridors.

Objective 6. Preserve habitat for unique and endangered species of wildlife and areas of rare or unique vegetation.

Objective 7. Provide hiking and horseback riding trails in the open space, where appropriate, to ensure public access to this unique resource.

4. CONSERVATION AND OPEN SPACE AREAS

The following section outlines the conservation and open space areas which are organized into four broad categories. These are land resources, water resources, plant and animal resources and open space.

4.1 LAND RESOURCE

Landforms

Two distinctive geomorphological areas exist within the Chula Vista General Plan Area. These include the coastal plain of the Coastal Province which comprises the majority of the plan area. The eastern edge of the plan area is characterized by the foothills of the Peninsular Range Province. The coastal plain, which is dominated by marine terraces in the western portion of the plan area and by mesas to the east, is comprised of two subareas. The relatively flat plain west of I-805 which is currently mostly urbanized. The rolling hills and broken mesas characterize the area east of I-805, the easterly and southerly sections of this area remain undeveloped.

Geology

The Chula Vista Plan Area lies within the coastal plain geologic province which extends from the Pacific Ocean to the mountainous areas of San Diego County. This province is generally characterized by relatively flat plains rising up to dissected, mesa-like terraces which graduate into rolling hills. This area is underlain by various formations composed primarily of sandstone, shale and conglomerate beds.

The sandstone formations include, among others, the Rosarito Beach formation which can be used as base material for streets and road construction, and the San Diego formation which has some expansive characteristics and can be susceptible to erosion. The Santiago Peak formation is located at Rock Mountain and Mother Miguel Mountain in the Eastern Territories; it is a hard, volcanic rock. Some Marine formations of sandstones and terrace deposits, including the Mission Valley formation and the Linda Vista formation have also been identified.

The plan area contains one fault zone and is located near several others. The north-south trending La Nacion fault traverses the Eastern Territories. It is considered potentially active with a maximum credible magnitude of 6.75 on the

Richter scale. Earthquake faults within 40 miles of the planning area include the Rose Canyon Fault, which travels under San Diego Bay, the Coronado Bank and the San Diego Trough zones under the Pacific Ocean. The Elsinore and San Miguel Fault zones lie to the east.

The potential for landslides exists in several areas of Eastern Territories. Landslides generally occur in sedimentary rocks such as sandstone, siltstone, mudstone, and claystone. These rocks often turn to clay when exposed to the erosive actions of air and water. If these clays become too heavy or waterlogged, they can slide down a slope.

Soils

The City of Chula Vista lies within the coastal plains area of San Diego County as defined by the U.S. Soil Conservation Service. Soils in the plan area consist of alluvium, colluvium, slope wash and some expansive top soils. Alluvial soil which range from clays to pervious sands, are found in the major and minor drainages including Salt Creek, Sweetwater River, Otay River and several other unnamed canyon tributaries. The clayey, expansive soils include bentonite which is used in refining petroleum products. Other soils are described as fine grained sandstone with minor pebble conglomeration.

All of the soils in the plan area have been rated by the U.S. Soil Conservation Services for their crop suitability with respect to major crops, namely avocados, citrus, vegetables truck crops, tomatoes and flowers. In Chula Vista, specifically Eastern Territories, there is a substantial amount of acreage rated good or fair for agricultural production. In general, these soils are level (0-9% slope).

Mineral Resources

Valuable sand, gravel and crushed rock resources which are extremely important to the local and regional construction industry are located within the general plan area. Known collectively as aggregate, these products provide the strength and bulk to concrete, asphalt, plaster and stucco products. In addition, they provide between 80% and 100% of the material

for road bases, sub-bases and as fill for construction of homes and businesses. River sand and gravel is desirable because the naturally fragmented and rounded material is less expensive to quarry and because a wet mix made with rounded particles of alluvial sand and gravel has better workability than one made with angular material.

Both the Sweetwater River and the Otay River Valleys contain significant deposits of construction quality sand reserves. The reach of the Sweetwater River that falls within the plan area is also within a regional park, and therefore no further extraction of this resource is permitted. The Otay River Valley has experienced sand and gravel mining in the past and some current activity and construction in the area may indicate the desire to further extract this resource before any urbanization or open space facilities are completed.

In addition to the sand and gravel resources, the Otay River Valley contains a significant resource for boulders which are suitable for processing into crushed rock. This resource is located at Rock Mountain on the north side of the Otay River. Extraction activities are ongoing at Rock Mountain and are anticipated to continue in the future.

Archaeology And Cultural Resources

Archaeology is concerned primarily with the tangible remains of past cultures. Most of the general plan area is already built-out; however, the undeveloped eastern section has numerous archaeological sites. In addition, sites are located in or near the Otay River Valley, as well as the upper Otay area and Proctor Valley. There is also a proposed Archaeological District in the Bonita Miguel area. Other areas which contain known cultural resources, or are considered to be archaeologically sensitive, include: the Poggi, Wolf and Telegraph Canyon areas, the lower Otay area, the south Sweetwater area (Janal Ranch area), and other areas where fauna and floral resources would have been available in prehistoric times to support a foraging subsistence pattern.

Areas with exploitable resources, including water and lithic sources, would be most likely to have archaeological remains present. Sites are expected to occur along ridge tops and

terraces above river valleys. The types of sites that have been identified in the plan area range from isolated artifacts such as ceramic sherds and stone tools to multi-component camp sites.

The prehistoric cultural sequence generally accepted for San Diego ranges from the Paleo-Indian Stage (12-15,000 years ago) to the Contact Period and the Historic Period (post 1769). The San Dieguito Tradition is dated from approximately 10,000 BP to 5,000 - 6,000 BP. The Transitional Phase is believed to have existed around 6,000 to 7,000 years ago. The La Jolla Phase (5,000 - 3,000 BP) and the Late Archaic people followed the Transitional Phase. Beginning at the time of Spanish contact (ca. 1540), the Contact Period began, followed by the Historic Period (1769).

Many of the historic sites consist of early homesteads and features associated with late 19th and early 20th century farming activities. Historic homesteads are known to be located in the general Proctor Valley area. Other known homesteads include Bird Ranch and Otay Ranch.

Agriculture

Agriculture has played a significant role in Chula Vista's history and economy. However, agriculture is experiencing difficulties in maintaining its operations. Rising land values, water costs, increasing taxes, and land use conflicts and pressure for urbanization is rapidly eliminating agriculture from the coastal areas throughout San Diego including Chula Vista. The remaining agricultural activities in the vicinity of urban areas are generally viewed as interim uses. It is estimated that 90 percent of the land used for agriculture is leased to growers as an interim use prior to development.

Although the majority of the plan area is already built-out, agricultural land uses still exist in the Eastern Territories. Otay Mesa, Otay Ranch, Rancho Janal and the eastern portion of Otay Valley contain agricultural lands that are not yet urbanized. This area is used primarily for dry farming of crops such as barley.

Approximately 13,000 acres within the Eastern Territories are suitable for agriculture based on terrain, soils, climate, lack of urban intrusion and size of parcels. Both Rancho Janal and Otay Ranch are considered the most important of the yet undeveloped agricultural lands remaining in the Chula Vista plan area. This area is within the coastal area climate and most of its soils are suitable for the production of coastal dependent crops such as tomatoes, vegetables, strawberries, flowers and container grown nursery stock.

However, these are water dependent crops and some areas are not served by water, such as Rancho Janal. To get water to this area would require the formation of an "improvement district" within the existing water district (Otay Municipal Water District), provision of a new reservoir, and water main improvements all of which would be extremely expensive. For the areas that are served by water, its cost is high, and the use of water for agricultural use competes with water for domestic use.

4.2 WATER RESOURCES

The natural watercourses within the City provide unique habitat for various flora and fauna, as well as providing aesthetically appealing open space and passive recreational opportunities for the citizens of Chula Vista. As such, the city needs to encourage the establishment or maintenance of adequate open space adjacent to these waterways. This would serve to reduce flood damage hazards, promote visual and recreational uses, and preserve wildlife habitats.

Flooding of the various watercourses within the city is regarded as a significant public safety hazard as described within the Public Safety Element. One means for reducing this potential hazard would involve either the designation of low intensity land uses (open space) adjacent to these waterways or structural flood control improvements to the various waterways where flooding already exist as a problem. In response to flood problems, all natural waterways within Chula Vista need to be analyzed. Flood control solutions must emphasize the consideration of preserving sensitive habitat and visual resources.

The mining of sand and gravel resources within water courses has also affected the potential for flood hazards in some areas. It has also caused the destruction of river crossings, utility lines and other facilities. To assure that these flood impacts are reduced, the city needs to carefully review all proposed mining operations and to require the mitigation of all impacts that have been identified as potentially significant (e.g., flooding and/or scouring of adjacent properties).

4.3 PLANT AND ANIMAL RESOURCES

Although sensitive habitats occur within the city, the majority of natural biological resources have been disturbed by urban development and other human activities (e.g., agriculture, grading and clearing). The river corridors through Chula Vista have been altered by high flood waters as well as human disturbances and improvements (e.g., sand extraction and flood control facilities). In general, native riparian/oak woodland and non-native/ruderal vegetation exist in the undeveloped drainages while chaparral and inland sage scrub dominate the upper slopes. The remaining areas have either been developed or support native and non-native grasses and ruderal shrubs.

Riparian/oak woodland vegetation is considered significant wildlife habitat, particularly for many bird species. This resource is declining rapidly in San Diego County and should be protected and enhanced in order to preserve the diverse native wildlife which it supports. In the city, this vegetation community is somewhat disturbed, and occurs in relatively small areas along the Sweetwater and other rivers. Riparian and oak woodland vegetation are usually referred to as separate communities. However, neither vegetation type is well-developed within the project area; and therefore are addressed together as woodland habitat. Freshwater aquatic vegetation is found around manmade ponds (associated with park development and sand extraction). This freshwater habitat is considered valuable to wildlife particularly in combination with streamside woodlands. Chaparral and inland sage scrub communities occurring on large undeveloped acreages within the city also provide valuable wildlife habitat, though not as diverse as woodland and aquatic vegetation.

The primary habitats of concern, as mentioned previously, are woodland/aquatic and undisturbed chapparral/sage scrub vegetation communities. Certain areas within the City of Chula Vista remain relatively undisturbed by urban development and contain adequate resources to support "high interest" floral or fauna species listed in the environmental impact report for the general plan.

4.4 OPEN SPACE

Within the City of Chula Vista, there is a need to preserve open space for recreation; for visual relief; for public safety purposes; for preservation of archaeological, biological and mineral resources; for management of resources; and for access via a trail system to natural areas. As the city continues to transition to a low density but more urban community, open space will continue to play these vital roles, and needs to be integrated into the overall planning strategy for the city.

Chula Vista residents currently see thousands of acres of undeveloped land throughout the General Plan Area. Although some of this will remain permanent open space and is designated as such in the General Plan, much of it may be developed in the future, mostly for residential uses. As land is developed, developers will be required to dedicate land for recreational purposes or pay "in-lieu" park fees, per the Park Lands Dedication Ordinance. This land will provide recreational and visual open space and, depending on the site, may fulfill other open space functions.

The City of Chula Vista contains much land that has public safety constraints and would therefore be desirable if left in open space. This includes land in floodplains, on steep hillsides, on unstable soils, beneath major power lines, lower than and adjacent to aboveground reservoirs, and land within areas of high noise levels from nearby freeways.

The large vacant parcels that exist in the easterly and southerly sections of the area are expected to experience an increasingly significant amount of development pressure. These parcels presently form a significant amount of the open space with the plan area. If future development occurs in the Eastern Territories, site design should be undertaken in a manner that achieves an adequate balance of development with open space.

The Otay River, Salt Creek, Mother Miguel Mountain and Sweetwater River corridors should continue to provide a significant central open space corridor, maintaining its visual integrity and preserving natural resources. These corridor elements are collectively designated as the Chula Vista Greenbelt.

In regard to open space distribution, the majority of the designated open space land is within the Greenbelt and the related finger canyons and other corridors that connect to the Greenbelt. It is through this network that access to open space will be provided to residents throughout the city.

5. CONSERVATION AND OPEN SPACE NETWORK

The conservation and open space network is illustrated on the land use plan (Figure 1-2). The plan is not intended to be a precise map of the City and the open space and conservation areas.

In particular, the plan should not be relied upon to resolve issues of exact scale and distance. The boundaries of specific open space and conservation areas require interpretation with respect to the alignment of underlying water courses and canyons, topographic features, environmental characteristics and existing land use.

6. POLICIES AND GUIDELINES

By its nature the general plan requires interpretation in its application to specific projects or actions which require conformance with the plan. The policies and guidelines contained in this section are an integral part of the General Plan and assist the user of the plan to interpret and apply the goals and objectives of the open space and conservation plan.

6.1 UNDEVELOPED NATURAL AREAS

The majority of the designated open space areas of the General Plan are intended to remain in their natural state with selected areas developed for parks and active recreation facilities and other areas actively managed for enhancement of wildlife and plant habitat and development of a trail system.

6.2 Preservation of Mountain Land Forms

The hills, valleys, streams, beaches and bay are the natural setting of the City of Chula Vista and provide the essential sense of place for residents and visitors to the City. There is only one significant mountain in the Chula Vista General Plan area. This is Mother Miguel Mountain which rises 1200 feet above the Sweetwater Reservoir and Proctor Valley. It is the intent of the city to preserve this dominant land form in its natural state and direct urban development to areas away from the land form which defines the mass of the mountain.

6.3 SAND AND GRAVEL EXTRACTION

Further sand and gravel extraction is not anticipated anywhere along the Sweetwater River Valley in the General Plan Area. Sand and gravel extraction is planned for selected areas of the Otay River Valley prior to and during the implementation of the Chula Vista Greenbelt. All extracting plans will include a restoration plan that relates to the goals of the Chula Vista Greenbelt and will assist in its implementation through the creation of trails, parks and restored habitat.

6.4 CRUSHED ROCK AND BUILDING STONE

The resource for crushed rock and building stone represented by Rock Mountain is a valuable resource for the city and the region. The continued mining of this resource is anticipated for the near future. The extraction activities including mining plans, access and ultimate restoration should be coordinated with the Chula Vista Greenbelt master plan to minimize the impact on the future recreation, natural preserve, agriculture and other open space compatible uses of the Otay Valley.

6.5 MAINTENANCE OF THE NATURAL TOPOGRAPHY

Modifications that are necessary to the natural topography as part of the development process are to retain as much as possible the natural generalized topographic configuration of the land.

6.6 WATER RESOURCES

The major water bodies, rivers, and stream valleys that are within or adjacent to the planning area are to be protected from urban development and selectively developed for the recreation and aesthetic benefit of the citizens of Chula Vista. The following guidelines should be used for any development that may impact these water bodies or waterways.

1. The development of natural flood control channels should be used to handle projected flood waters. Such channels should be in a natural swale channel with grass or other natural planting as an integral part of the design. The use of the most unobtrusive storm drainage structures and techniques should be encouraged where totally natural channels are impractical for hydrological reasons. Concrete lined channels are discouraged unless it is explicitly determined that alternative engineering solutions of a more environmentally and aesthetically sensitive nature are not feasible.
2. Hiking, bicycling and equestrian trails should be included in the design of water courses whether they are left in a natural state or improved. A detailed trails master plan should be prepared to determine which water courses or portions thereof can be developed to include these trails.
3. The design of water courses should include the consideration of the creation of small ponds or lakes to create permanent or seasonal habitat or recreation or aesthetic features along the open space or park system. The approach used in the treatment of all rivers, streams and watercourses in the General Plan Area should be the integration of expertise in storm drain engineering, landscape architecture and plant and wildlife conservation.
4. The system of natural waterways should be integrated wherever possible with any groundwater recharge system in the city.
5. The lakes and reservoirs should be for public use. Private residential development should not be developed at the shoreline.

6. The water resources of the City should not be depleted so as to affect the quality of life of the residents of the City.

6.7 PLANT AND ANIMAL RESOURCES

Designated wildlife and plant habitat areas are to be retained in their natural state or are to be subject to a program of preservation and/or enhancement for educational or recreational purposes. The following guidelines should be used in management or development activities that may impact plant and animal resources.

1. The salt marsh should be preserved with development limited to the existing nature interpretative center and other minor improvements as may enhance its role as an environmental education and research center.
2. No development should be allowed in designated habitat preservation areas except that designed to enhance the habitat and provide for bicycle, hiking and equestrian trails that assist the public opportunity to view and participate in educational programs regarding natural areas.
3. Development that occurs at or near the edge of sensitive habitat areas should be designed in such a manner so as not to substantially alter the drainage pattern of surface water into the habitat area.

6.8 AIR QUALITY

The policies of the General Plan are to be in conformance with the State Implementation Plan on Air Quality for the region.



7. PARKS & RECREATION

CHAPTER 7 PARKS AND RECREATION ELEMENT

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1. INTRODUCTION

The purpose of this element is to establish guidelines for the orderly development of Chula Vista's park system and recreation facilities. State planning legislation does not require a general plan element for parks and recreation, but provides for discussion of this subject in two other mandated elements, namely land use and open space. However, recognizing the important functions served by parks and recreation facilities in a growing urban environment, the City of Chula Vista has chosen to expand this subject into a separate element. This approach is permitted by Section 65303 of the California Government Code.

2. EXISTING SETTING

The location of Chula Vista in San Diego County and the geography of the area gives it several advantages for parks and recreation. Two major main regional facilities are within or close to the general plan area and a major regional facility is being

planned for the Otay River Valley. These are the Sweetwater Regional Park and Otay Lake County Park.

The Sweetwater Regional Park is located on the north side of the planning area and includes the majority of the land in the Sweetwater River Valley between I-805 and the Sweetwater Reservoir and land surrounding the Reservoir. It includes 550 acres as of 1988.

With these major regional facilities available, the City has endeavored to complement them with neighborhood and community parks located to conveniently serve each residential community. The existing city parks are listed in Table 7-1.

3. ISSUES, GOALS AND OBJECTIVES

Prior to preparing the general plan, opinions regarding issues facing the City of Chula Vista were solicited from city officials, staff, and the community at large. Issues are statements of either opportunities or problems, which should be addressed by the general plan. Goals and objectives are statements of value regarding what should or should not take place during the course of the city's development. The Land Use Element contains a broad issue, goal and objectives statement with respect to Open Space Recreation and Visual Quality. The issues, goals, and objectives which focus in more detail on the Parks and Recreation Element are discussed in this section. Others which are specifically intended for a single planning area are discussed in the appropriate area plan (Part 4).

GOAL 1. EXISTING AND FUTURE PARK NEEDS

The planning area needs to simultaneously upgrade existing park facilities and plan for new parks in the developing areas to meet new established park standards. Park facilities should allow for both active and passive uses to occur without such uses being in conflict with each other.

Objective 1. Prepare or update the master plan of older existing parks. This should include programs for upgrading, replacing or expanding older facilities on the west side of Chula Vista and, where possible, installing new facilities in accordance with applying the park standards to the local community.

Objective 2. Consider the evolving and changing character of the local community in the long range planning of park facilities.

Objective 3. Work with the Elementary, Junior High and High School districts to jointly plan their facilities in coordination with park facilities and the use of their school facilities by the public.

Objective 4. Work with the proponents of new development projects at the earliest planning stages to ensure that the plans for neighborhood and community parks are in accordance with park standards.

GOAL 2. LOCATION AND DESIGN OF FUTURE PARKS AND RECREATION FACILITIES

The distribution of parks and recreation facilities should occur in a manner to ensure convenient access by all city residents. The design and layout should allow for usable non-conflicting areas for passive and active uses.

Objective 5. Encourage the recreational use of school facilities in older sections of the city when it is not feasible to develop new parks and recreation facilities.

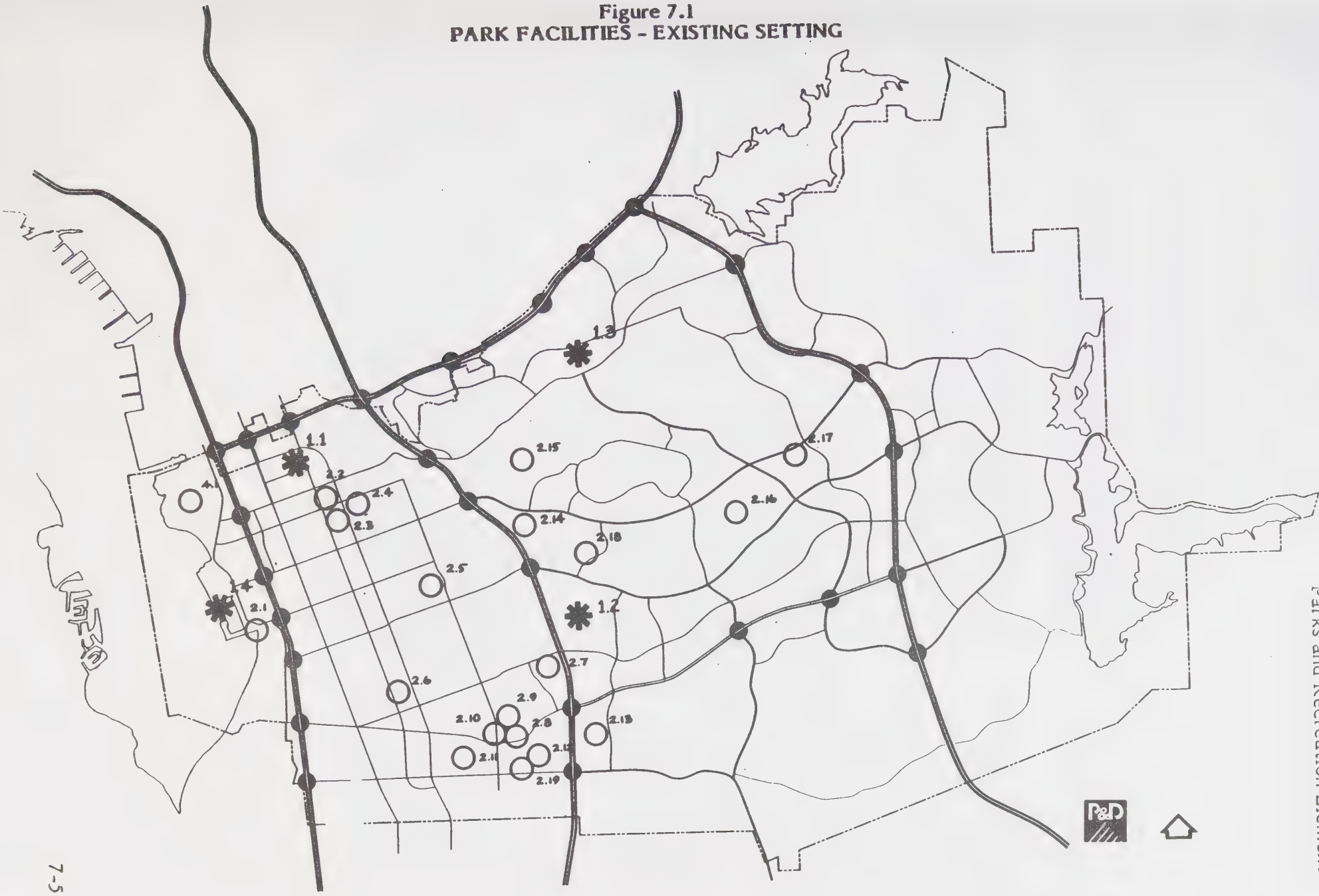
Objective 6. Promote the inclusion of park facilities in any redevelopment area in the older section of the city to serve both the new development but contribute to the available parks and recreation facilities of the area.

Objective 7. Ensure that new park lands are easily developed for park purposes and are not substantially encumbered by constraints such as utility easements steep slopes or other restrictions on park facility development.

Table 7-1
EXISTING CHULA VISTA PARKS

Name	Acres
1.0 Community Parks	
1.1 Eucalyptus Park	19.8
1.2 Greg Rogers	47.0
1.3 Rohr-Sweetwater	42.2
1.4 J Street Marina and Bayside	27.0
2.0 Neighborhood Parks	
2.1 Marina View	2.6
2.2 City Hall & Friendship Park	5.0
2.3 Memorial Park	7.1
2.4 Norman Park	1.5
2.5 Hilltop Park	10.9
2.6 Lauderbach Park	4.0
2.7 Palomar	3.1
2.8 Orange Avenue & Rienstra Field	14.0
2.9 Loma Verde Park	5.4
2.10 SDG&E Park	8.0
2.11 Otay Park	5.3
2.12 Los Ninos Park	5.8
2.13 Valle Lindo Park	4.3
2.14 Halecrest Park	2.0
2.15 Terra Nova Park	7.0
2.16 Independence Park	12.4
2.17 Tiffany Park	7.9
2.18 Paseo Del Rey	2.0
2.19 Woodlawn Community Center Park	0.6
3.0 Mini-Parks	
3.1 Lancerlot	.15
3.2 Sherwood	.25
3.3 Connoley	.5
3.4 Camelot	.5
3.5 Holiday Estates	.3
3.6 F Street Portal	.1
4.0 Special Purpose Parks	
4.1 Nature Interpretive Center	3.4

Figure 7.1
PARK FACILITIES - EXISTING SETTING



4. PARK AND RECREATION CATEGORIES

A park is broadly defined in this element as any public or private land set aside for aesthetic, educational, recreational, or cultural use. It is related to open space, which is all land and water in an urban area not covered by buildings.

The City of Chula Vista's public park system is divided between five park categories: regional parks, community parks, neighborhood parks, mini-parks and special purpose parks. In addition, Chula Vista has private neighborhood and mini-parks, owned and maintained by homeowner associations, and regional parks, maintained by the County and State Governments.

4.1 REGIONAL PARKS

Regional parks are large open space and recreational facilities provided either partially or wholly by the County of San Diego. These regional parks are a major component of the Chula Vista Greenbelt plan and include the Sweetwater Regional Park and Otay Lake County Park. Together they include such uses as golf courses, beaches, lakes, hiking trails, athletic sports fields, picnic facilities, campgrounds, swimming pools, and wildlife refuges. Though located within or near the general plan area, regional parks serve the needs of persons throughout San Diego county, as well as Chula Vista citizens.

4.2 COMMUNITY PARKS

A community park is designed to serve more than one neighborhood. They vary in size but are generally 15 or more acres, excluding greenbelts, trails, and adjoining school lands. A community park may provide joint-use with a secondary school, through siting and design features. These parks are planned to meet the needs of all age groups by providing a wide variety of land uses, including swimming pools, playing fields for team sports, recreation centers, cultural centers, picnic areas, gardens, and similar uses.

4.3 NEIGHBORHOOD PARKS

A neighborhood park, whether public or private, is intended to serve local residents and should be within walking distance of the households it serves. Beyond this point, public and private neighborhood parks differ somewhat in specific function and design.

Ideally, a public neighborhood park should range in size from 5 to 15 acres, excluding off-street trails, greenbelts, and school lands. When possible, neighborhood parks adjoin public elementary schools and serve a minimum of 1,000 people each. Primary uses include passive open space, active play areas for children, including tot lots, playground apparatus, and picnic areas.

Private neighborhood parks in Chula Vista are typically smaller than public neighborhood parks. With a few exceptions private parks range in size from 0.5 to 4 acres, excluding greenbelts, trails and setbacks. Generally, private parks are placed in the interior of residential developments or condominium complexes rather than on public streets. They are designed to exclusively serve residents belonging to the specific association, and are often more intensely developed than comparably sized public parks. Uses include swimming pools, spas, club houses, and tennis courts. These facilities are sometimes found in addition to the passive openspace and active play areas typically found in public neighborhood parks.

4.4 MINI PARKS

A mini park is also designed to serve local residents and be within walking distance of the households it serves. These parks typically serve a smaller number of houses than a neighborhood park and contain a very limited range of facilities. The mini park in Chula Vista contains a tot lot or play structure and some grass play area. In many neighborhoods, particularly in the newer developed areas, mini parks are owned and maintained by a homeowners association.

4.5 SPECIAL PURPOSE PARKS OR RECREATION AREAS

The special purpose park or recreation area does not currently exist as part of the City park system, but may in the future. This park may vary in size from a neighborhood park to community park or larger, but rather than contain the facilities normally found in those parks would contain specialized facilities or themes and are oriented to serving the entire city. Although no special purpose park plan proposals have been made, these parks could be oriented exclusively to camping, equestrian, nature preserves, cultural or other activities.

4.6 COMMERCIAL PARKS AND RECREATION

A wide variety of recreation and leisure opportunities are available to the residents of Chula Vista because of its location in the south San Diego County region. Public beaches, local mountains and deserts are all within short traveling distance from Chula Vista. In addition, commercial recreation facilities such as movie theatres, arcades, bowling alleys, skating rinks and miniature golf courses are just a few of the many additional recreational options available in the City and the region.

5. PARK PLAN DIAGRAM

The park plan diagram (Figure 7-2) is a graphic expression of the general plan's park and recreation objectives and plan proposals. The diagram is not intended to be a precise map of the city, but a generalized expression of the pattern of park facilities and interconnections.

In particular, the diagram should not be relied upon to resolve issues of exact scale and distance. The boundaries of specific proposed parks require interpretation with respect to underlying topographic features, environmental characteristics and existing land use.

The park plan diagram illustrates the addition of 11 additional Community Parks in the general plan area. These parks along with the existing community parks are listed in Table 7.2.

**Table 7-2
EXISTING AND FUTURE CHULA VISTA
COMMUNITY AND NEIGHBORHOOD PARKS**

Existing Community Parks

- 1.1 Eucalyptus Park
- 1.2 Greg Rogers
- 1.3 Rohr-Sweetwater
- 1.4 J Street Marina and Bayside

Planned Community Parks

- 1.5 Bonita Miguel
- 1.6 El Rancho Del Rey
- 1.7 Eastlake High School
- 1.8 Salt Creek
- 1.9 Rutgers
- 1.10 Telegraph South
- 1.11 Montgomery
- 1.12 Otay Valley
- 1.13 University West
- 1.14 University East

Existing Neighborhood Parks

- 2.1 Marina View
- 2.2 City Hall & Friendship Park
- 2.3 Memorial Park
- 2.4 Norman Park
- 2.5 Hilltop Park
- 2.6 Lauderbach Park
- 2.7 Palomar
- 2.8 Orange Avenue & Rienstra Field
- 2.9 Loma Verde Park
- 2.10 SDG&E Park

**Existing Neighborhood Parks
(continued)**

- 2.11 Otay Park
- 2.12 Los Ninos Park
- 2.13 Valle Lindo Park
- 2.14 Halecrest Park
- 2.15 Terra Nova Park
- 2.16 Independence Park
- 2.17 Tiffany Park
- 2.18 Paseo Del Rey
- 2.19 Woodlawn Community Center Park

Planned Neighborhood Parks

- 2.20 Bonita Long Canyon Park
- 2.21 Sunridge Park
- 2.22 Sunbow Park
- 2.23 Bayfront
- 2.24 F Street & Woodlawn
- 2.25 Orange & Hermosa
- 2.26 El Rancho Del Rey 1
- 2.27 El Rancho Del Rey 2
- 2.28 Otay Valley Road & Brandywine
- 2.29 Paseo Ranchoero & Wolf Canyon
- 2.30 Rancho Drive Park
- 2.31 Eastlake Greens
- 2.32 Eastlake Trails
- 2.33 Salt Creek

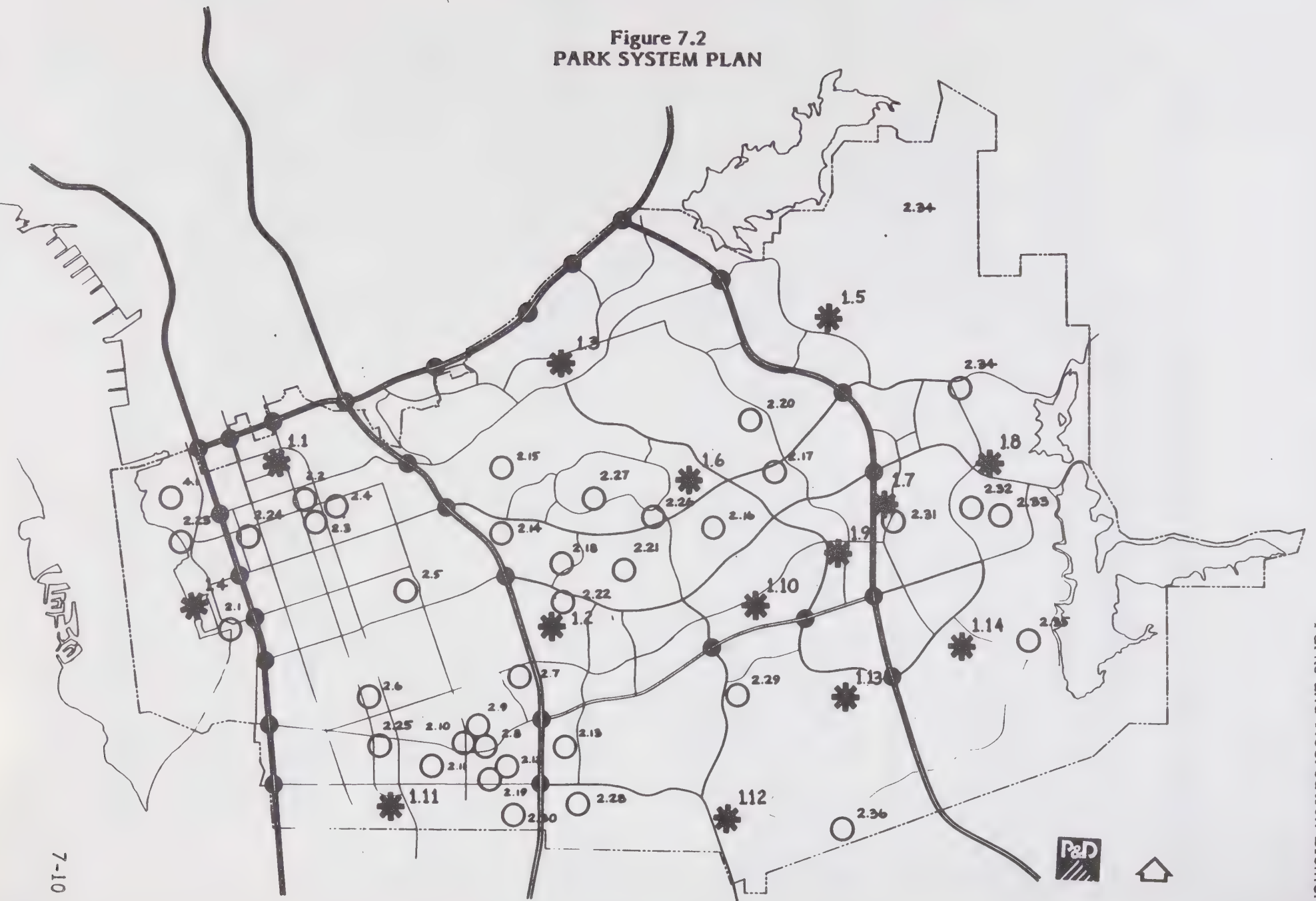
Planned Special Purpose Parks

- 2.34 Rancho San Miquel

- (1) Additional neighborhood parks, mini parks, special purpose parks or recreation areas will be located as more detail planning of new and redeveloped areas is completed. The location of these facilities will be based on Policy 6.10 - Park Location Criteria. Commercial park and recreation facilities are also encouraged to be related to the public parks and recreation systems where those facilities are compatible with the purpose of the public system.

The park plan diagram is intended to be directly tied to the Chula Vista Greenbelt and related open space network. This is illustrated in Figure 1-6.

**Figure 7.2
PARK SYSTEM PLAN**



6. POLICIES AND GUIDELINES

The Parks and Recreation Element requires interpretation in its application to specific projects or actions which require conformance with the plan. The policies and guidelines contained in this section are an integral part of the general plan and assist the user of the plan to interpret and apply the goals and objectives and the park and recreation plan.

6.1 CHULA VISTA GREENBELT

The Chula Vista Greenbelt is a system of active and passive parks, undeveloped open space, stream valleys and flood plains, wetlands, water and agricultural areas that form a continuous 28-mile system around the city. To implement this continuous system, it is seen as desirable to have the existing park facilities that would be part of the greenbelt and those land areas that in the future become part of the greenbelt to be under one management and maintenance entity. Therefore the city encourages the creation of a single regional park entity for the entire Chula Vista Greenbelt. This entity formed at an early date, would oversee the management and maintenance of the park lands, the preparation of a master plan for the park system, including a detailed master plan for existing public parks and open space and conceptual master plans for the later planned additions. The responsibility of this body would include:

- o property acquisition program
- o master planning
- o phasing
- o maintenance
- o coordination with other governmental entities

6.2 REGIONAL PARKS

The existing regional parks and recreation areas in and around Chula Vista provide extensive recreation opportunities for residents not often found in cities the size of Chula Vista. These facilities are an integral part of the city's park and recreation plan.

Guidelines

1. Support and work with the County of San Diego and the State in the further development of regional and state parks. Encourage the creation of a single entity for the regional parks that are part of the Chula Vista Greenbelt.
2. Create a system of trails, bicycleways and pedestrian-oriented street corridors that link the community parks to the Chula Vista Greenbelt.

6.3 COMMUNITY PARKS

The system of Community Parks is intended to serve residents in each residential area of City with recreation facilities appropriate to the citizens of that area.

Guidelines

1. Develop community parks with facilities appropriate for citizens of various ages and interest. In addition to these facilities noted for neighborhood parks, community parks should include:
 - o swimming pool for each 20,000 people
 - o community center and gymnasium for each 24,000 people
 - o lighted softball field for each 5,000 people
 - o restroom facility
2. Create a system of trails, bicycleways and pedestrian oriented corridors that link together the community parks.
3. Encourage the development of special areas in community parks that will enhance the recreational and leisure opportunities of the City such as an interpretive center or nature center.

6.4 NEIGHBORHOOD PARKS

The system of neighborhood parks is intended to serve the more local park needs of citizens and be in close proximity to the homes served.

Guidelines

1. Develop neighborhood parks with facilities appropriate for the local neighborhood, such as:
 - o play areas
 - o park signage, tables, benches, receptacles, drinking fountains, bike racks
 - o walkways
 - o landscaping and irrigation system
 - o security lighting
 - o utility and drainage systems
 - o parking as necessary
 - o restrooms as necessary
2. Based on population served neighborhood parks should also contain facilities such as:
 - o picnic shelters for each 1,000 people
 - o tennis courts for each 2,000 people
 - o baseball/softball fields for each 5,000 people
 - o multi-purpose courts for each 5,000 people
 - o soccer fields for each 10,000 people

6.5 MINI PARKS

The public system of mini parks is intended to serve local park requirements where there is a need for small scale facilities and access to a neighborhood or community park is limited. These facilities are expected to exist primarily in older areas of Chula Vista where it is difficult to meet adequate standards for other park facilities. In the new development areas, mini parks are expected to be provided and maintained by homeowners associations and will not become part of the public park system.

Guidelines

1. Mini parks, play lots or vest pocket parks are not the normal public park facilities for Chula Vista to provide necessary facilities and they should be used in existing developed areas of Chula Vista where land for larger parks is difficult to acquire.
2. In new residential neighborhoods mini parks should be owned and maintained by a homeowners association for the benefit of local residents.

6.6 SPECIAL PURPOSE PARKS OR RECREATION AREAS

Chula Vista will consider the creation of special purpose parks or recreation areas, either public or private, at the time that suitable property may become available for such a use and there is a sufficient resident demand for the specialized activity.

Guidelines

1. Include as part of long-range park master planning candidate types and locations of specialized parks.
2. Identify the potential community need or desire for special purpose parks and relate this to the physical opportunities and locations that may become available in the future.

6.7 COMMERCIAL PARKS AND RECREATION

The commercial parks and recreation facilities in the city and San Diego region are an important dimension of the total recreation experience available to residents. The city encourages the development of such facilities in areas where the activities are not impacted by, and do not interfere with, nearby land uses.

Guidelines

1. Commercial parks and recreation activities should be sited to be accessible to residents but adequately screened or separated from residential areas or other sensitive areas if the activities produce substantial light, noise or odors.
2. Commercial parks and recreation activities may be considered for inclusion in public park areas, the Chula Vista Greenbelt or other open space areas if the use is determined to be compatible with the surrounding area and provides a further expansion of the recreation opportunities for area residents.

6.8 NEIGHBORHOOD AND COMMUNITY PARK STANDARDS

The city standard for the provision of neighborhood and community parks is a total of 3.0 acres of developed neighborhood and community park for each 1,000 persons.

6.9 PARK LAND ACQUISITION AND ADMINISTRATION

The land for park facilities will be acquired through dedication of land in lieu of fees, payment of park fees and purchase. The planning, acquisition, development and administration of park facilities should reflect the fullest possible coordination with other public agencies to insure the most efficient expenditure of funds and resources.

Guidelines

1. New large-scale planned developments should be encouraged to dedicate park land in accordance with the general plan and park master plan.
2. New smaller-scale developments are encouraged to either dedicate park land or pay appropriate park fees to allow acquisition of park land elsewhere in accordance with the general plan and park master plan.
3. Parks in existing development areas that are inadequate in size should be expanded where appropriate, through the purchase of additional available land.
4. The future redevelopment process in Central Chula Vista and Montgomery should include the provision of additional park facilities.

6.10 PARK LOCATION CRITERIA

The distribution of parks and recreation facilities should occur in a manner which facilitates their access by city residents. The elements of this access includes access by private and public transit and non-vehicular access via pedestrian and bicycleways along open space corridors and local roadways. The guidelines for the location of park and recreation facilities are as follows:

Community Parks

1. Community parks should be located adjacent to or near major circulation roadways to facilitate local and area wide access.
2. The active areas of community parks should be located away from adjacent residential land uses. Passive park areas should be used as a buffer between active park areas and residential areas.
3. Community parks should be located with direct connection to the city-wide trail, open space and greenbelt network.
4. To the extent feasible, new Community Centers/Gymnasiums should be located in community parks.

Neighborhood Parks

1. Wherever feasible, neighborhood parks should be located adjacent to elementary schools to increase the potential for joint use as a neighborhood activity center.
2. New neighborhood parks, and possible companion elementary schools, should be located as close as possible to the center of the area they are designed to serve.
3. Neighborhood parks should be linked to the neighborhood served by a system of trails, sidewalks or open space.

4. To the extent feasible, the neighborhood trails and open space should relate to the community and city-wide train and open space network.

Special Purpose Parks

1. Consider special purpose parks to be located in the more remote sections of the Chula Vista Greenbelt where typical Community and Neighborhood Parks may not be appropriate.
2. Consider special purpose parks for areas with particular environmental or aesthetic characteristics and oriented to both allowing public access, enjoyment and education while protecting any sensitive areas.

6.11 OPEN SPACE MAINTENANCE DISTRICTS

Open space maintenance districts have been used to administer and maintain specific open space areas of the city. These districts range from neighborhood open space to open space along major circulation element roadways. The city currently has a total of fifteen such districts each with its particular criteria as to the level and type of maintenance. The further development of Chula Vista and in particular the development of the Eastern Territories with its extensive areas designated for open space will cause the number of districts to increase dramatically if the current approach is maintained. The administration of a large number of such districts may be complex and time consuming. Guidelines should be developed to determine the best method of expanding and managing the open space maintenance districts.



PART 3. HAZARD MANAGEMENT

The Hazard Management part of the General Plan contains the provisions for the protection of life, health and property as a result of hazard occurrence. Hazards to life and property which are created by natural phenomena or result from human actions generally occur infrequently and normally at random. It has generally been considered the responsibility of government to protect community residents from hazards and create as safe an environment as feasible. Hazards can generally be grouped into two categories; natural and man-created. The natural hazards that occur in Chula Vista are geologic hazards, seismic or earthquake induced hazards and flooding caused by rainfall or inundation from dam failure. The man-created hazards are fire hazards, noise hazards and air quality degradation.



8. SAFETY

CHAPTER 8 SAFETY ELEMENT

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1. INTRODUCTION

The City of Chula Vista and San Diego County have done much disaster, safety, and emergency planning during the past decade. The Emergency Plan of the City of Chula Vista was adopted by the city in September 1973 and is a constituent part of the Emergency Plan of the Unified San Diego County Emergency Services Organization. Prior to the adoption of Chula Vista's Emergency Plan, the city Council passed Ordinance No. 1408, and thereby created the local machinery necessary for the execution of action programs during emergencies. This ordinance established Chula Vista's Disaster Council and Directory of Emergency Services.

The Police and Fire Departments are the emergency-service agencies of this municipality, and have therefore developed extensive strategy and tactical plans for the prevention and

resolution of emergencies. Other line departments, such as the Departments of Building and Housing, Public Works, and Planning, have sponsored legislation which has brought a high level of safety to Chula Vista. The street standards of the Subdivision Ordinance, and the bulk and height requirements of the Zoning Ordinance are examples of this legislation. The Uniform Building and National Electrical Codes provide additional examples.

The purpose of the Safety Element is not the restatement of the City of Chula Vista's several safety plans and programs. The purpose of this general plan element is the establishment of long-range, comprehensive, and general policy which will provide existing and future safety programs direction, continuity, order, and substance.

2. SAFETY

2.1 BACKGROUND SAFETY INFORMATION

Fire Safety

Fire Stations

1. As a general rule, fire stations shall be distributed so as to meet the service levels established in the thresholds standards. These standards establish as a general rule that 75% of all dwelling unit responses should be within a 5 minute response time and 95% within a 7 minute response time.
2. The precise location of fire stations shall be determined by the following factors:
 - a. Land Use Pattern, residential density, and building intensity.
 - b. Street patterns and traffic volume.
3. Fire stations should be sited on arterial streets or collectors. If circumstances require the location of a fire station on a minor street, the said minor street should lead directly to an arterial street or collector.
4. Fire stations, may be located on corner lots, with primary and secondary (alley) accesses. Stations should be situated a minimum of three hundred feet (300') from signalized intersections.
5. Fire station sites must be large enough to accommodate a station office, living quarters for the on-duty personnel,

areas for apparatus storage and maintenance, off-street parking, and environmental amenities, such as landscaping and walks. Where stations are located in areas of anticipated growth, the fire station site should be of adequate size to accommodate planned expansion. New fire stations should be built to house no less than two apparatus.

6. The design of fire stations should be environmentally and aesthetically compatible with adjacent land uses.
7. Where practicable, fire station houses should be one story in height.
8. The siting of fire stations within the City of Chula Vista shall be consonant with the standards of professional fire-fighting practice. The standards of the Insurance Service Office (ISO) shall, where practicable, and responsive to local circumstances, be employed as preliminary guidelines.

Fire Flow

1. Where street patterns permit the installation of gridiron systems of water distribution, the following fire flows should be available during periods of peak, domestic water demand.
2. Where street patterns necessitate the development of water distribution systems on dead-end mains, the following fire flows should be provided.

Minimum Road Widths and Clearances Around Structures

1. The road width standards for fire protection and evacuation routes are generally identical to the street width standards embodied in Section 28.903 B. of the Subdivision Ordinance of the City of Chula Vista, to wit:

Hydrant Spacing

1. The hydrant spacing standard for residential areas is 500 feet.
2. The hydrant spacing standard for commercial and industrial areas is 300 feet.

Table 8-1
FIRE FLOW STANDARDS: GRIDIRON SYSTEMS

Land Use Classification	Gallons Minute (gpm)
A. Low and medium density residential	2,000 gpm from 3 adjacent hydrants flowing simultaneously
B. High density residential	4,000 gpm from 4 adjacent and commercial hydrants flowing simultaneously
C. Industrial	6,000-9,000 gpm from 6 adjacent hydrants flowing simultaneously
D. Major commercial	12,000 gpm to any given block

Table 8-2
FIRE FLOW STANDARDS: DEAD-END MAINS

Land Use Classification	Gallons Minute (gpm)
A. Low and medium density	1,500 gpm(a)
B. High density residential	2,000 gpm(a)
C. Industrial	3,000 gpm(a)

Note:

- a. Last 2 fire hydrants flowing simultaneously

**Table 8-3
ROAD WIDTH STANDARDS**

Classification	Min. R/W Width	Min. T/W Width
Expressway	128'	104' (a)
Prime Arterial (6) Lane	128'	104' (a)
Major Road (4) Lane	100'	80' (a)
Collector Road (5) Lane	94'	74' (b)
Collector Road (4) Lane	72'	52' (b)
Collector Road (3) Lane	60'	40'
Residential Collector Street	56'	30'
Residential Street	51'	36'
Commercial-Industrial Road	72'	52'
Frontage Road	46'	30'
Two-Way Hillside Local Street	44'	32'
One-Way Hillside Local Street	36'	24'
Local Street (No Parking)	34'	24' (c)

Notes:

- a. 16 foot raised median.
- b. 10 foot painted median.
- c. P.U.D. only

2. Notwithstanding the above statement, the diameter of the travelway of the terminus of a cul-de-sac street should not be less than 80 feet.
3. Fire engines, as a general rule require a 26'-wide path around structures for proper maneuvering. The provision of this clearance around structures is impracticable in most residential and commercial developments. With respect to high-density residential and commercial structures the Fire Chief may accept on-site fire-protection facilities in lieu of compliance with the subject "clearance-around-structures" standard.

Evacuation Routes

While the prevailing view of disaster and emergency planners is that the evacuation of neighborhoods during periods of emergency tends to complicate the solution of the problems and can preclude the effective movement of emergency vehicles and personnel, there may be times when evacuation on a limited scale is the only solution. Under these circumstances, the people should be evacuated to neighborhood and community schools, hospitals, and public facilities, where they could receive adequate care and treatment.

In the event of a major disaster the Disaster Council might feel that a large part of Chula Vista should be evacuated. This evacuation could best be conducted over the following arteries:

- A. I-5, I-805, SR-54 and SR 125 (proposed).
- B. E, Bonita Road, H, J. L Street and Telegraph Canyon Road.
- C. Naples, Palomar and Main Street; Orange Avenue.
- D. Broadway, Fourth Avenue, Hilltop Drive, Oleander Avenue, Otay Lakes road, Third Avenue and Melrose Avenue.

2.2 SAFETY POLICY

Goal and General Objectives

Goal

The primary goal of the Safety Element is the protection of the City of Chula Vista, the Chula Vista Planning Area, and their constituent communities from fires flooding and geologic hazards.

General Objectives

The preservation of life, health, and property; the continuity of government and order; the maintenance of municipal services; the rapid resolution of emergencies; and the rapid return of community normalcy and public tranquility are the general objectives of the Safety Element.

Policy Statements

1. The City of Chula Vista shall promote the establishment and maintenance of safe and effective evacuation routes; an ample peak-load water supply; adequate road widths; and safe clearances around buildings.
2. The streets and rights-of-way of the City of Chula Vista shall be of adequate width and construction to facilitate the movement of emergency vehicles during fires and emergencies resulting from geologic hazards. Streets and rights-of-way shall also be adequately designed to facilitate the evacuation of people during fires and the other emergencies, if and when the authorities determine that evacuation is the best course of action.
3. The open space surrounding structures shall be sufficient to promote fire safety.
4. The space separating buildings shall be consistent with the standards of fire-safety and seismic-safety practices.
5. The peak load water supply shall adequately meet the needs of the Chula Vista Planning Area during periods of flood, fire, and natural disaster.
6. During periods of major emergency, the Emergency Plan of the City of Chula Vista shall become operative. The Disaster Council and Director of Emergency Services shall execute the plan.
7. The Zoning and Subdivision Ordinances shall be amended, as required, to implement the policies of the Safety.
8. The Fire Code shall be consistent with the policies embodied herein, and in the Seismic Safety Element.

3. SEISMIC

3.1 BACKGROUND SEISMIC INFORMATION

The Chula Vista Planning Area is situated within the Circum-Pacific Seismic Belt, a freeform strip of land and coastal waters which include the West Coasts of North and South America, all of Central America, much of the Caribbean, Japan, the South Pacific, and New Zealand. Within the Belt, which is composed of volcanoes, faults, oceanic rifts and trenches, and mountains, 80% of the planet's earthquakes occur.

Earthquakes usually result from the movement of huge plates of the earth's crust, and are therefore not preventable. Notwithstanding this factor, a program based upon the identification and appraisal of geologic hazards and the careful siting of urban structures and facilities can reduce catastrophic effects of diastrophism.

The Seismic Safety Section is part of the Safety Element, and its purpose is the promotion of public safety from geologic hazards. It is oriented towards guiding Chula Vista's future urbanization and revitalization along lines which are consistent with the accepted practices of seismic safety.

Local Geologic Faults

The City of Chula Vista's planning area is traversed by a total of five faults, including two potentially active faults, the Sweetwater and La Nacion; and three inferred faults, the Otay River Valley Fault, the Telegraph Canyon Fault, and the San Diego Bay-Tijuana Fault.

There is considerable speculation among published professionals concerning the possibility that the latter faults, in fact, may be a portion of the larger more tectonically active Newport-Inglewood-Rose Canyon Fault System. Actually, there is little agreement on any issue involving these faults, including their activity.

Each of the aforementioned faults is addressed individually below. The information contained in this section is based upon extensive research of existing information sources, and it should be taken into consideration in the development of policy recommendations.

La Nacion Fault

The La Nacion Fault is a moderate to high angle normal fault, striking north roughly parallel to the coastline. The fault may, or may not, be continuous, and recent investigation indicates that the system may be composed of four individual faults.

Recent trenching and boring tests indicate that 200-300 feet of movement has occurred along this fault during the quaternary period, and that movement of a few feet has taken place during holocene times in at least two locations. These contentions are supported by Carbon-14 datings which set the maximum date of offset at 10,980, plus or minus 190 years, before the present.

McEwen and Pinckney, in their study entitled Seismic Risk in San Diego, indicate that the maximum credible event that can be expected along this fault system would be in the range of Richter magnitude of 6.8 with an associated acceleration to 4/10th of one gravity force (G).

Woodward-Gizienski studies indicate that this fault should be regarded as active, and that a 250 foot wide preliminary planning fault zone be established. This is based upon investigations which indicate the soil conditions in the area are relatively unstable and not amenable to utilization as sites for permanent structures due to the high level of risk associated with ground shaking in this area. In late 1973, William Krooskos & Associates noted that a Carbon-14 analysis indicated that the fault was inactive, and that the most recent activity should be set at 13,373 years, plus or minus 225 years, before the present. They further requested that the City reconsider its contention that the fault should be considered as active. For purposes of the City of Chula Vista's Safety Element the La Nacion Fault will be considered to be potentially active.

However, the facts remain that epicenter data and offsetting of late quaternary or possibly holocene strata justify the potentially active classification of the planning area's five faults. In addition, the proximity of these faults to presently urbanized areas and areas of expansion indicate their critical importance. In light of the overwhelming amount of

information indicating that the fault should be considered as potentially active, it is recommended that this designation be retained and that the requirement cited later be applied to development taking place in the vicinity of this fault system.

Sweetwater Fault

The Sweetwater Fault is located parallel to the La Nacion Fault for at least 15 kilometers and varies in distance from 1 to 3-1/8 kilometers to the west of La Nacion. It strikes north in the vicinity of the Sweetwater Valley and dips from 60° to 70° to the west.

The pliocene San Diego Formation is well exposed east of the Sweetwater Fault, while pleistocene terrace materials are evidenced to the west. Two kilometers north of the Sweetwater Valley, the fault offsets late pleistocene materials by at least 35 meters.

This fault could also be considered to be a southern extension of the Newport-Inglewood-Rose Canyon Fault and a part of the previously mentioned fault system, including La Nacion.

Abatement procedures will be of particular importance in this area due to the fact that much of it is urbanized at the present time.

San Diego Bay-Tijuana Fault

It appears as though the San Diego Coastal Area is a zone of moderate seismic risk within a region of high risk. However, recent evaluations of San Diego's earthquake hazard by the County Environmental Development Agency suggests that perhaps a little less complacency should exist. The continental shelf off the San Diego Coast is broken by numerous large faults. The evidence for these faults is based upon bathymetric topography and the plotting of epicenters. It appears as though the extreme western portion of the coastal plane is actually a part of the vaulted continental borderland.

Further, there appears to be a zone of faults extending from San Ysidro through San Diego and Mission Bay into Rose Canyon. Although these faults do not appear to have been recently active, the possibility of movement should be considered. It has been suggested that the faults in Rose Canyon and the Bay Areas continue north and offshore to connect with the Newport-Inglewood Fault. It has also been suggested that this zone may also be connected with the active San Miguel Fault in Baja California.

Wygand Research indicates that this system may also be traversed and offset by the Otay Valley and Telegraph Canyon Faults which will be discussed later. He further indicates that the quiescence experienced in this area may be explained by the locked nature of the fault zone and the existence of these traverse faults. Port District studies indicate that in 1964, three earthquakes occurred with a recorded magnitude of 3.5 on the Richter Scale, with epicenters near the southeast bend of the now existing Coronado Bridge. Activity of this nature in the middle of the bay appears to substantiate the claims of Wygand and justifies further investigation of this claim.

Telegraph Canyon Fault

In 1967, the Lockheed Company conducted a geological survey of the San Diego Bay and reported its results in Lockheed Report #20867. This report, in part, indicates that an apparent east-west trending fault intersects the bedrock surface immediately north of their cross section E-Prime-E. The fault appears to offset the bedrock surface and basal alluvial deposits with 20-25 feet of material having been deposited since the last movement. According to the displacement of the bedrock surface the south side has moved downward approximately 6 feet relative to the north side, and accompanying horizontal displacement of about 2/10 mile with the south side moving east relative to the north side. The previously noted displacement was approximated by the offset of the channel walls.

The fault does not appear to traverse the entire area as it is not picked up on cross sections H-H Prime or G-G Prime. Its continuation to the west beyond the subject site is unknown, but it is assumed that it continues beyond the Silver Strand into the Pacific Ocean.

Otay Valley Fault

The Otay Valley is an inferred normal fault of small displacement and was first referred to by George B. Cleveland in Special Report #64 of the California Division of Mines and Geology entitled Geology of the Otay Bentonite Deposits in San Diego County, California.

This fault is believed beneath the alluvium of the Otay Valley. Cleveland bases his suspicions upon the discovery of the extensive outcrops of the Swietzer formation on the south side of the valley, and the relative scarcity of outcroppings of the formation on the north side of the valley. In addition, he observed that the difference in the elevation of the thickest clay bed, which occupies the same stratigraphic location on both sides of the valley, varies from 20-25 feet.

Types of Ground Failure

Landslides

Very little information has been compiled concerning landslides in the San Diego Region. Krooskos & Associates indicate that the reasons for this are: (1) only recently has development begun to occur in the previously remote areas containing slide evidence. This was due to the fact that most development occurred to the west on a relatively trouble-free marine terrace. (2) most larger slides are extremely old and heavily eroded. This lack of surface evidence led to many slip planes being classified as faults. This confusion, however, is seen to be understandable due to the fact that none of the more questionable areas had been excavated sufficiently to prove their origin.

The causes of landslides are related to the physical and chemical properties of soil materials and their geological setting. The foremost often cited factors affecting slope stability are: (1) the height and angle of the slope; (2) the strength of the parent material; (3) plains of weakness such as faults and joints, and (4) water content.

The City of Chula Vista's planning area appears to contain a unique combination of bentonite material intermingled with the geological formation known as the San Diego Formation, which is extremely susceptible to landsliding. The presence of bentonite and other sedimentary clay deposits is directly related to susceptibility to sliding. In fact, the presence of this material may be even more critical than the steepness of the terrain. Exploratory excavations in the San Ysidro Slide have revealed that nearly horizontal major or primary slip plains have developed in one or two foot thick beds of white bentonite in the Otay Formation. Furthermore, the excavations revealed that bentonite beds, commonly found in the San Diego Formation, should be considered a major factor in landsliding.

The San Diego Formation, which is found in Souther San Diego County in its sandstone form (TSDS), will very adequately hold a slope of 1.5:1, but will erode severely if it remains unplanted. This same formation in the breccia (sharp fragments imbedded in the sandstone/bentonite matrix) (TSDB) will not hold effectively a slope of 1.5:1, while the tuffaceous part (porous rock formed from stream deposits) (TSDT) will adequately hold such.

There are basically four actions taken by man which tend to increase the instability of the slopes. Three of these actions are directly related to grading, i.e., increasing the angle of the slope by removing material from its base; raising the height of the slope above the pre-existing level; and adding fill to the face of the slope top creating additional weight. One of the forces, the saturation of the slope with water from septic tanks, gutter runoff, or diverted drainage from another part of the slope, can be mitigated through the application of sound drainage engineering.

Liquefaction

This form of ground failure usually accompanies earthquakes in loose, saturated sandy soils. In fact, liquefaction can only occur if the three following factors are present: (1) shallow water table; (2) loose sand, or silt; and (3) some form of seismic activity. When these conditions are present, vibration causes the soil to compact. If the vibration is strong enough

and long enough in duration, the load of over-lying soil and buildings is transferred from the soil grains to the water between the grains. For a short time the vibrated, water saturated soil acts as a liquid, and improperly designed buildings may sink, tilt or be carried toward the unsupported side of the area.

Woodward-Gizienski, in Report #71-208 prepared for San Diego Gas and Electric Company, indicated that liquefaction will modify the net effect of an earthquake in the North Island Naval Air Station area, and thus cause much greater damage to structures than would be experienced in the absence of such a condition.

Differential Settlement

This type of ground failure is most often associated with earthquake activity in areas consisting of loose to medium dense granular soils which compact and are subject to vibration. If the amount of settlement is uniform in any given structure, the amount of damage could be negligible. This, however, is normally not the case. Due to heterogeneous soil-density conditions, and the fluctuation in the frequency of vibration, considerable structural damage often results.

Settlement can occur in all granular soils, and may be triggered by other earthquake induced ground failures. In such areas, damage is much more severe than that caused simply by compaction.

Seiches and Tsunamis

While ground shaking and failures, surface rupturing, and liquefaction would probably be the main agents of destruction of any major diastrophic movement in the Chula Vista Planning Area, the danger from seiches should also be mentioned. Seiches, or the oscillations of inland bodies of water, could, in the event of a major seismic shock, occur in the Bay. These seiches could destroy marinas, boats, wharves, and littoral buildings, dykes and earthworks.

Due to the location of the Continental Shelf in the San Diego Region, there is only a remote possibility that the Chula Vista Planning Area's littoral territories and structures would suffer appreciable damage from seismically-induced tsunamis.

Dam Failures

The Chula Vista Planning Area has three major dams--the Sweetwater, the Upper Otay, and the Savage (Lower Otay). The failure of these dams, and the subsequent saturation of the rock beds of the Otay and Sweetwater Rivers, and the Telegraph Creek could be caused by ground rupture, ground shaking, seiches, or other geologic forces. There is no substantial evidence, however, that the well-designed dams in question constitute a high geologic risk.

3.2 SEISMIC POLICY

Goals and General Objectives

The following goals and objectives constitute the foundation of the Seismic Section of the Safety Element of the City of Chula Vista.

1. The promotion of public safety from geologic hazards.
2. The arrangement of land use and space in a manner which is consistent with authoritative seismic safety practice.
3. The establishment of policy and guidelines upon which subsequent specific and precise programs designed to promote geologic safety can be enacted and promulgated.
4. The establishing of a long range, comprehensive, and general plan for the elimination of existing hazardous land uses and public facilities.
5. The identification and appraisal of geologic hazards within the Chula Vista Planning Area.

Policy Statements

1. The Safety Element of the General Plan shall constitute the long range, comprehensive, and general planning policy for the protection of the Chula Vista Planning Area from geologic hazards. The Seismic Section shall be the principal plan with respect to geologic hazards.
2. All known, major geologic hazards shall be graphically represented on the plan diagrams of the Safety Elements, and shall be appraised and evaluated in the text. As the science of seismology advances, the said diagrams and text shall be reviewed and essential revisions thereto shall be prepared.
3. The Planning Department of the City of Chula Vista is charged with the duty of keeping the Seismic Section current with new geologic findings within the Chula Vista Planning Area.
4. The seismic safety program of the City of Chula Vista shall be coordinated with the seismic safety programs of the Comprehensive Planning Organization, the County of San Diego, and the several cities therein.
5. No lands shall be subdivided, developed, or filled within the City of Chula Vista in the absence of supportable, professional evidence that the proposed subdivision, development, or land fill would be geologically safe.
6. Wherever feasible, land uses and buildings which are determined to be unsafe from geologic hazards shall be discontinued, removed, or relocated.
7. The Uniform Building code, the Fire Code, the Uniform Code for the Abatement of Dangerous Buildings, the Subdivision Ordinance, the Zoning Ordinance, and the Emergency Plans of the City of Chula Vista and the Unified San Diego Emergency Services Organization shall effectuate the Seismic Section.

8. The City of Chula Vista recognizes that its planning area is traversed by several faults, and that some geologic risks cannot be avoided without disproportionate public expenditures. Chula Vista therefore accepts minor property damage as the level of acceptable risk. The loss of life and major property damage are not acceptable risks, and shall be precluded through the stringent enforcement of local ordinances and the establishment of high priorities for public safety oriented capital expenditures.
9. Since damages can often be prevented or mitigated by effective governmental and emergency services, emergency facilities, public buildings, and communication and transportation centers should not be established in close proximity to fault traces.
10. The City of Chula Vista should initiate a public information program on geologic hazards and safety. This program should be augmented by a technical, in-service program for municipal staff.
11. When a development or subdivision is proposed in an area of known geologic hazards, the developer or subdivider shall submit a report prepared by an engineering geologist to the Environmental Review Committee.
12. Eventually, the seismic safety program of the City of Chula Vista should be based upon special land regulations and special land management zones, such as "seismic hazards management zones." The enactment of these regulations, and the establishment of "seismic hazards management zones" will require additional general and local geologic information and the synthesis of seismic safety matrices.
13. All amendments to the Seismic Section shall be responsive to the most current California Council on Intergovernmental Relations' General Plan Guidelines.
14. The Environmental Review Committee shall annually review the Seismic Section and shall report its findings to the Planning Commission of the City of Chula Vista.

Conclusion

The Seismic Section of the Safety Element constitutes the City of Chula Vista's long range, comprehensive, and general policy for the protection of its planning area from geologic hazards. The element embodies an identification of known and potential geologic hazards, and an evaluation of their effect upon people and property of this subregion. The element should be recognized as an initial plan which will be augmented in the future to reflect the growth of the science of seismology, and the City of Chula Vista's increased knowledge and understanding of local tectonic forces and geologic agents.

The Seismic Section will eventually contain empirical standards and proven design proposals upon which precise land management programs can be predicated. During the present time, however, the policy must be effectuated by this municipality's environmental review program, and its planning, building, public works, and safety codes and ordinances.



9. NOISE

CHAPTER 9 NOISE ELEMENT

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1. INTRODUCTION

The State Legislature, in response to the growing noise problem in the metropolitan regions of California, amended the Planning and Zoning Law (Government Code) in 1972, and thereby required each city and county to incorporate a Noise Element into its general plan.

This chapter represents the Noise Element of the Chula Vista General Plan. The chapter is divided into the following sections: Section 2, consisting of the summaries of the staff which preceded preparation of this document, intended to provide the Planning Commission and City Council with the background for the Noise Policy which is presented in Section 3.

The purpose of this Noise Element is to identify existing conditions and to provide general guidelines which will reduce the negative impact of noise on the community in the future.

2. BACKGROUND INFORMATION

2.1 EXISTING SETTING

The citizens of the City of Chula Vista conduct their daily activities amidst a cacophony of urban sounds. Planes, motorcycles, jackhammers, power lawnmowers and barking dogs intrude upon quieter human pursuits. There was a time when people who did not enjoy the noise and dirt of the railroad or

highway could move away from it. For everyone, however, it becomes more difficult with each passing year to find a quiet place because population increases have reduced the buffer space between people.

Environmental pollution - of which noise is one element - threatens to deteriorate the quality of life in Chula Vista as in other urban areas. The purpose of the Noise Element of the General Plan is twofold: (1) to identify the main sources in the rising tide of sound which impact our citizenry and (2) to suggest some ways in which the City may move forward to a quieter environment. Present and projected noise levels may be analyzed and mapped, technical publications may be studied, noise abatement techniques may be surveyed, but until an implementation program is included as public policy, the Noise Element of the General Plan will not protect the citizens of the City of Chula Vista from the adverse effects of unwanted sound.

2.2 SOUND AS NOISE

Understanding of the fundamental properties of sound is basic to any noise study. Sound is a vibration transmitted by molecules of air. The volume of sound is measured in "decibels", a unit proportional to the logarithm of the sound power. When modified by what is called on "A" weighting, the decibel, abbreviated dB(A), corresponds most closely to how people perceive noise. Typical everyday sound levels range from 30 dBA (very quiet) to 100 dBA (extremely loud) or sometimes higher. Such sound measurements are made with a sound level meter which allow measurements to be made on the "A" scale (dBA) as well as other scales. Noise is generally defined as unwanted sound. Since that determination is subjective to some extent, over 60 noise rating methods have been developed to facilitate assessment of noise. Two general categories of intruding noises exist: steady-state and intermittent single-event noises. The extent to which a noise exceeds the background noise (i.e., ambient level) is a measure of its intrusiveness.

2.3 EFFECTS OF NOISE

The definition of noise as unwanted sound implies that it has an adverse effect upon human beings and their environment. It has not been demonstrated that people are having their lives shortened by exposure to audible noise, but there is clear evidence that exposure to noise of sufficient intensity and duration can permanently damage the inner ear with resulting permanent hearing losses and cause temporary hearing losses that may be chronic in nature.

In addition to the auditory effects of noise, there are physiological, annoyance and sociological effects. It is also apparent that noise can interfere with speech communication and the perception of other auditory signals, disturb sleep, be a source of annoyance, adversely influence mood, disturb relaxation, increase tensions, interfere with the ability to perform complicated tasks, interfere with outdoor recreational activities and spectator events and, of course, can especially disturb those tasks that demand speech communication or response to auditory signals.

2.4 SOURCES OF NOISE

In our technological age the sources of noise seem almost infinite. Four predominant categories of noise - transportation, industrial, construction and population - enable some assessment of noise intrusion to be made. In Chula Vista, as in most metropolitan areas, transportation sources, particularly trucks and motorcycles are the major noise contributors. Therefore, the study of ground transportation noise sources mandated by the general planning law is focused upon vehicular traffic sources. The results of the study indicate that a substantial noise level problem does not exist in the City, but a number of incompatible adjacent land uses do exist. Health care facilities and outdoor recreational sites are located on city truck routes.

Although industrial noises are not a serious problem, construction is extensive and the operating ranges of equipment are high. The severity of population noise is difficult to quantify. The Police Department responds to several thousand noise complaints annually.

2.5 REGULATION OF NOISE

Regulatory techniques must be aimed at one or more of the three steps in the noise chain - the source, the path of transmission and the ultimate receivers. A number of techniques are available to reduce the effects of noise and the range provides many options for regulatory methods.

Chula Vista regulates intrusions by unpleasant or annoying noises that are not easily measured or difficult to control by physical means in a series of municipal ordinances which are known as nuisance laws. Comparison of the City's ordinances with state and national models reveals a number of differences which are delineated in the Implementation Plan of the Noise Study which preceded preparation of the Noise Element.

Ambient noise levels are regulated in the City Zoning Ordinance and forthcoming State building standards by specifying the maximum allowable noise at a fixed point -either a land use zone (performance standards) or within a room (building codes). Addition of an "A" weighted correlation to the standards prescribed would facilitate the full and impartial enforcement which is the cornerstone of effective performance standards.

2.6 ABATEMENT OF NOISE

Findings

The City's response to noise sources identified in its environs is facilitated by utilization of regulatory tools, but unless the relationship between the extent of noise problems and the techniques employed to abate noise are balanced, the action taken by the City could be inadequate or unnecessarily complex. Although preemption by federal and state levels dictates the limits of the City's prerogatives relating to noise, the range of options available to municipalities is wide enough to permit Chula Vista to choose the abatement tools to be used in the four areas of identified concern.

Transportation

The problem of vehicular transportation noise is one of sheer mass and number rather than individual generators. Study of ground transportation noise sources is a basic mandate of the general planning law. Utilizing input parameters of current traffic flow, highway configuration, speed limit and sideline terrain data, an assessment of present and projection of future noise levels was made of all the major roads in the City.

The Legislature suggested 45 dBA levels for areas involving health facilities and outdoor recreation sites. It is in this area that something of a noise problem exists in Chula Vista. The City's truck routes pass through residential areas, adjacent to outdoor recreation sites (e.g., municipal golf course and Memorial Park) and on two sides of Scripps Memorial Hospital and Frederick Manor retirement center. Alternative truck routes which would correct these areas of source-receiver incompatibility were considered by the City Traffic Engineer, but alternatives simply do not exist presently for the east-west through routes ("E" and "L") and will not exist for the north-south trucks routes (Broadway and Fourth Avenue) until the Route 54 freeway is completed. Since rerouting vehicles away from noise-sensitive areas is not a feasible abatement technique, reduction of the noise levels of individual vehicles as a combative method was evaluated. The State Vehicle Code sets noise emission levels, charging local law enforcement agencies with enforcement responsibility. However, the Vehicle Code also prescribes stringent criteria for vehicle noise measuring sites, essentially precluding field application of the noise statute in urbanized areas.

Motorcycle noise, a major source of annoyance to Chula Vista residents, is also subject to State regulatory control. Motorcycle noise is related both to equipment and mode of operation. Although the State prohibits modifying motorcycle equipment in any way which would change conformance to specifications, a law enforcement officer must be able to determine a modification has been made in order to cite the cyclist. In addition to the weaknesses in the California Vehicle Code, the extreme mobility of these vehicles further handicaps police attempts to enforce the noise statutes.

Industrial

Industrial noise is most effectively regulated locally. Differing types of intrusive noises are produced by individual plants; local control of zoning together with noise nuisance ordinances and performance standards have provided an early opportunity for noise abatement.

Industrial activity in Chula Vista ranges from small, single machine garage operations to large multimillion dollar, multiproduct operations. Existing Chula Vista industries would not be categorized as excessively noisy and generally are either isolated geographically from residential land use or noise emissions are reduced by intervening commercial land uses or ambient traffic noise levels.

Enforcement of Chula Vista's performance standards which apply to industrial noise is the responsibility of the City Planning and Building and Housing Departments. Industrial noise problems have been resolved by the Zoning Enforcement Officer through the nuisance provisions of the City Code.

Construction

Noise associated with construction projects has become increasingly responsible for discomfort in the human environment. Dozens of construction projects of various types and sizes are occurring at any given time in Chula Vista. The operation ranges of construction equipment rarely occur below 70 dBA, with the modal range being 80-90 dBA. As the City grows, citizens are exposed to these noise levels with increasing frequency.

Abatement in this category of construction site noises will be achieved in part by federal regulations governing decibel output of various types of equipment. While City control occurs through nuisance ordinances which limit construction to daylight hours, the dominant noise sources are the machines which are used and the material on which they interact.

Population

Noise is a direct product of people in motion. Sounds associated with residences, e.g., lawnmowers, air conditioners, record players, musical instruments and even commercial entertainment, fall into this classification. For the purposes of the staff study, City operations, such as street sweeping, tree trimming and park construction, were also included.

The records of the Police Department and City Attorney enable some assessment of the extent of Chula Vista's population noises to be made. During 1973 the Police Department, including the Animal Regulation Unit, responded to more than 3,300 calls for service which were noise related. A verbal warning is usually sufficient, but in chronic cases, when the complainant will not press charges against the offender, the Police Department may ask the City Attorney to send a written warning advising that a complaint has been received and noting the section of the City Code which may be being violated.

3. NOISE POLICY

Adoption and implementation of the following objectives and policies will ensure that Chula Vista residents enjoy the safety, benefits and amenities which result from a community free of noise pollution.

3.1 OBJECTIVES

1. To develop a City noise program which recognizes the right of every citizen to live in an environment in which noise is not detrimental to his or her life, health, and enjoyment of property.
2. To develop a noise program which will enhance the amenity of the community.

3.2 POLICIES

The City of Chula Vista shall:

1. Act to ensure that the comfort, convenience and safety of its residents are not adversely affected by noise.
2. Seek appropriate changes in the City Code to strengthen the existing Noise Abatement Program.
3. Commit the responsibility for implementation of such a program to all City personnel, particularly management and supervisory personnel.
4. Encourage and stimulate training and education relating to noise.
5. Endeavor to control noise at its source rather than along its path of transmission or by insulating the receiver.
6. Take all possible steps to promote a quiet community.

3.3 IMPLEMENTATION PLAN

The City of Chula Vista shall:

1. Continue to prohibit excessive noises which are a detriment to the health and safety of its residents.
2. Commit responsibility for regular review of the City's noise ordinances to the Planning Department who should recommend measures which will strengthen the City's noise abatement efforts.
3. Develop consistency in law and practice placing liability for environmental noise on the procedures of the pollution.

4. Consider the effects of noise, especially transportation in its land use decisions to ensure noise compatibility.
5. Develop remedial measures to correct areas of identified noise source-receiver incompatibility.
6. Continue to regulate noise in residential and commercial areas through the use of general noise ordinances.
7. Continue to specify performance standards in the Zoning Ordinance.
8. Continue to utilize its Environmental Review Process to evaluate and ameliorate noise impact.
9. Regularly review technological developments in building techniques which improve noise attenuation capacities, incorporating such techniques in the City's law and practice.
10. Request that the Safety Commission sponsor a noise education program for citizens.
11. Provide training to City personnel in techniques to abate noise.
12. Ensure that the operational procedures of the City itself promote a quiet community.
13. Ensure that equipment and supplies bought and leased by the City meet noise standards as a condition of bid.
14. Continue to actively support noise legislation which will enhance our noise environment, reducing noise emissions from transportation, industrial and construction sources.

3.4 CONCLUSION

The plan for the implementation of the Noise Element will require the strict enforcement of Chula Vista's existing noise control ordinances, and the City Council's enactment of new legislation, when and where such is indicated. The

Environmental Review Process must continue its assessment of the impact of noise upon the order, stability, and quality of life in this municipality and its sphere of influence, and shall recommend legislative and administrative action to bring Council noise policy to fruition.



PART 4 CHULA VISTA AREA PLANS

The Chula Vista Area Plans cover the five planning areas of Chula Vista. These are illustrated in Figure 1-1. The area plans are part of the General Plan and as such should be interpreted and implemented in conjunction with all other elements contained in Chapters 1 through 8. The area plans deal either with issues and plans which are specific to the particular area, should be understood in light of the particular content of the area or are simply more detailed than is appropriate to be included in the overall General Plan.



10. CENTRAL CHULA VISTA

CHAPTER 10 CENTRAL CHULA VISTA AREA PLAN

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1. INTRODUCTION

Central Chula Vista is the area bounded by Interstates 5 and 805 to the west and the east, city limits of National City to the north, and L Street to the south. This area contains both the oldest and most central activities of the city, including the city's administration functions, retail and office and institutional uses, and historical, residential neighborhoods. In many ways, Central Chula Vista is perceived by residents and visitors as representative of and almost synonymous with the city itself.

The analyses, goals and objectives, and policies of the general plan elements described in Chapters 1 through 9 apply without exception to Central Chula Vista. However, because of historical, economic, and community concerns which are specific to this area, more detailed examination and planning proposals are warranted.

The Central Chula Vista Area Plan described in this chapter is a part of the city's general plan. The analyses, policies, and proposals contained in this chapter are extensions of and additions to those contained in Chapters 1 through 9. As such, the area plan should be interpreted and implemented in conjunction with all of the other elements of the general plan.

2. EXISTING SETTING, FORECAST AND PROPOSED CHANGE

In preparation for this area plan, a survey of existing conditions and analysis of alternative scenarios of future growth were conducted and summarized in working papers (P&D Technologies, 1987a and 1987b). Existing conditions were studied through telephone interviews, staff discussions, visual examination of housing conditions, and analysis of the city's complete file of property parcels. A summary of the parcel file's land use and zoning data is provided in the city's land use inventory (City of Chula Vista, various years). For purposes of this area plan, the parcel data were analyzed and aggregated by Census tract and block.

2.1 LAND USE

Existing Land Use

The Central Chula Vista area contains approximately 4,040 acres, most of which are built-up with existing uses. Over one-half of the area is occupied by residences, a fifth by commercial, industrial, and institutional uses (including parks) and the remainder by streets and freeways (Table 10-1). Retail uses are primarily located along Broadway from E to L Streets and along Third Avenue from E to H Streets. The Civic Center and the Chula Vista Public Library are located at the intersection of F Street and Fourth Avenue. Scattered industrial uses occur along Interstate 5 and also adjacent to National City.

Residential Neighborhoods

Several residential areas exist in Central Chula Vista. Areas east of Second Avenue and south of H Street, covering nearly one-half of Central Chula Vista, contain well-maintained, traditional neighborhoods of single family homes, most of which are built on lots of approximately 7,000 square feet. Residential areas west of Second Avenue and north of I Street, along with areas west of Broadway and south of I Street, are in transition. There are isolated pockets of strictly single family homes, but large portions of this area have been zoned previously for multifamily residential. As a result, both large-scale complexes and walk-up apartments have been developed over the years. An island of unincorporated County land occurs northeast of Hilltop Drive and H Street, containing estate units with quarter-acre and larger lots.

Circulation

Central Chula Vista's circulation network is defined by a grid of major streets, located one-quarter mile apart. These streets, such as E, H, and L Streets, Broadway, and Third and Fourth Avenues, were established in late 1880's, when Chula Vista was first subdivided. Street patterns within the 40-acre "superblocks" differ widely, depending on subsequent development and access requirements. In many cases, the internal streets consist of cul-de-sacs and narrow local streets which are not suited for multifamily development. Introduction of multi-family units on such internal parcels has resulted in circulation and parking problems.

Proposed Land Use

Because the area is almost entirely built-up, proposed distribution of future land use is approximately the same statistically as the existing (Table 10-1) but many specific land uses are being modified. Sections 4 and 5 discuss the land use changes which are proposed in this area plan. Primary elements of proposed land use are:

- o Conservation of existing single family neighborhoods.

- o Density reduction in some residential areas.
- o Mixed use near Town Centre I.
- o Revitalization of Town Centre II and Broadway Strip.
- o Mixed residential and office between E and H Street trolley stations.

2.2 POPULATION AND HOUSING

In 1988, Central Chula Vista contained 50,500 residents living in 18,900 units plus group quarters (City of Chula Vista, 1988). Approximately 52% of the units were single family and the remainder multifamily, attached, or mobile homes. It is anticipated that the area will remain substantially the same over the planning period, adding some 2,800 residents through in-fill and limited redevelopment.

Housing in Central Chula Vista is generally older than that in other areas of the city, with a lower vacancy rate and a smaller household size than the general plan area. The statistics reinforce the conventional image of the area as populated with long-time residents and characterized by a relatively low rate of turnover.

Table 10-1
EXISTING AND PROPOSED LAND USE
CENTRAL CHULA VISTA(a)

Category	Existing	Proposed
Residential	2,140	2,059
Commercial	386	435
Industrial	120	106
Public, Quasi-Public and Open Space	209	227
Mixed Use	0	28
Streets	874	874
Freeways	307	307
Total	4,036	4,036

Source: City of Chula Vista, Parcel File; P&D Technologies.

Notes:

a. Entries in net acres.

2.3 RETAIL COMMERCIAL

The economy of the Central Chula Vista area is predominantly retail commercial with scattered service-oriented office and financial uses. It is comprised of three key commercial districts: Third Avenue (Town Centre I), Chula Vista Shopping Center (Town Centre II) and Broadway.

Chula Vista Shopping Center

The Chula Vista Shopping Center is a 750,000 square foot retail mall, serving the South Bay regional market. Major tenants at the Center are Sears, the Broadway, J.C. Penney, Von's Supermarket, plus a variety of small shops.

Prior to 1988, the center's sales activity had been declining due in part to competition from newer South Bay malls. However, the City's Redevelopment Agency is currently expanding and renovating the Chula Vista Shopping Center. The proposal is expected to substantially increase the center's sales activity.

Broadway

Broadway Avenue is a major north/south arterial that runs through the city, connecting Chula Vista with National City and south San Diego.

Its retail character, classified by the city as thoroughfare commercial, is predominantly comprised of highway-related, community serving retail uses, including automotive, hotels/motels and restaurants. The retail uses serve Chula Vista residents as well as residents of neighboring communities and travellers enroute to locations north or south.

Third Avenue

The Third Avenue commercial area is located between E and I Streets, with the main retail focus between E and G Streets. Office activity is located primarily between G and I Streets, east and west of Third Avenue. Major office uses include the Chula Vista Civic Center, the South Bay Regional Center, and a mix of financial, medical and professional services.

The retail character of Third Avenue is distinct from that of either the Chula Vista Shopping Center or Broadway. It primarily serves residents that live within and adjacent to the downtown. A previous study commissioned by the city estimated that over 40 percent of downtown shoppers lived within a mile radius, and 50 percent within a 2 mile radius.

Retail uses on Third Avenue are predominantly shops offering neighborhood serving goods and services. Most shoppers frequenting the downtown do so several times a week or weekly, and they commonly visit the book and stationary stores, bakery, hair salons, women's apparel shop and banks.

Because the primary market area of Third Avenue shops is comprised of nearby residents, the market potential is largely determined by the size and characteristics of the resident population. The existing population in and around this area is generally middle income with a large share of the elderly. Common retail expenditures among the elderly include restaurants and food store purchases.

The addition of quality and specialty shops and stores can expand the market potential and attract persons residing outside the immediate vicinity.

3. GOALS, AND OBJECTIVES

The following goals and objectives collectively express concern for the quality of life and vitality of Central Chula Vista. They are primarily directed toward making Central Chula Vista a recognizable and distinct place, which offers a wide variety of opportunities for living and working, as well as for enjoying cultural and recreational pastimes. They are also directed toward reinforcing this area as focus of the larger citywide community,

GOAL 1. URBAN GROWTH AND CHANGE

Central Chula Vista and the Urban Core in particular are likely to continue to undergo transition from lower density to higher density activities and through introduction of new and redeveloped commercial and employment uses. (See Section 5.1

for a discussion of the Urban Core.) Some changes will occur as a matter of course, as exemplified by new retail and visitor commercial uses along Broadway and E and H Streets. Other changes will occur as part of planned development and redevelopment efforts such as the Bayfront and Town Centres I and II. Through such changes, it is the goal of Chula Vista to foster the vitality and preeminence of Central Chula Vista and the Urban Core in particular as the downtown and focus of the city.

Objective 1. Maintain and support the vitality of commercial establishments along Third Avenue, in Chula Vista Shopping Center, and along Broadway.

Objective 2. Enhance the visual quality of the urban environment of the Urban Core through actions such as improved entry locations, design coordination of Broadway shops, provision of street trees, furnishings, signage, and on-going property maintenance.

Objective 3. Within the Urban Core, encourage the development and maintenance of a low-density, village character in Town Centre I; open, park-like setting of the Bayfront; and high intensity uses in the area between Interstate 5 and Broadway.

Objective 4. Promote the consolidation of small lots and redevelopment of comprehensively planned and designed commercial and residential projects.

Objective 5. Facilitate the redevelopment of the area along the Woodlawn corridor between E and H Streets.

GOAL 2. RESIDENTIAL NEIGHBORHOODS

Residential areas in Central Chula Vista are generally stable, well-maintained, traditional neighborhoods. Some areas near Interstate 5 and others north of the Urban Core are undergoing transition with replacements of single family homes by multi-family units. The goal of the city is to provide a variety of types and densities of housing in ways which will preserve and enhance existing neighborhoods.

Objective 6. Preserve and enhance the existing single family residential neighborhoods east of Second Avenue and south of H Street.

Objective 7. Preserve and enhance pockets of single family neighborhoods which exist in the area west of Second Avenue and north of H Street.

Objective 8. Where transition of lower to higher density residential uses is to occur, mandate review with respect to accessibility, parking, availability of open space and parks, and visual compatibility.

Objective 9. Encourage reduction or mitigation of negative impacts on residential neighborhoods caused by large volumes of traffic, such as those on Interstate 5 and 805, and by adjacent commercial and employment land uses.

GOAL 3. RETAIL COMMERCIAL

Retail commercial is an important activity in the economy of Central Chula Vista. It is the goal of the city to foster this activity in the three retail centers of Central Chula Vista: Third Avenue shops, Chula Vista Shopping Center, and Broadway.

Objective 10. In order to increase the base of shopping support, encourage multifamily housing and mixed commercial office/residential uses within selected areas in the vicinity of Third Avenue.

Objective 11. Incorporate the Third Avenue area into the larger group of urban uses located within and along the Urban Core.

Objective 12. Upgrade the quality of thoroughfare commercial on Broadway by encouraging developments on deep lots and with large setbacks, ample off-street parking, and landscaping.

Objective 13. Impose sign and design controls on all new developments and on renovations of existing developments.

GOAL 4. INDUSTRIAL USES

Central Chula Vista has historically been a residential and commercial area. Within this area, it is the goal of the city to maintain and strengthen this character.

Objective 14. Limit industrial uses in Central Chula Vista R&D and other light industrial activities, with the exception of certain general industrial uses affiliated with Rohr Industries and the SDG&E power plant.

4. AREA LAND USE DIAGRAM

The general plan land use plan (Figure 1-2, Map Pocket)) closely follows and reinforces the existing land use pattern of Central Chula Vista, with the exception of the Urban Core (Figure 10-1). The land use plan reduces the residential density classifications of some areas located west of Second Avenue and north of H Street from those indicated by the previous general plan. Most of the residential area is classified as Residential Low-Medium, consistent with the historical, detached single family character of the neighborhoods. In the northwest quadrant of Central Chula Vista (including the Urban Core), the area plan generally identifies the lowest density classification which is consistent with the past introduction of multifamily units in the area. The plan seeks to channel additional multifamily developments to three areas: (1) in the mixed-use area near Third Avenue, (2) potential office/residential area along the Woodlawn Avenue corridor and (3) sections of the Urban Core area between E and H Streets and Fourth Avenue and Broadway.

The Woodlawn Avenue corridor between E and H Streets represents the most significant redevelopment potential existing in Central Chula Vista. This area is bordered by Interstate 5, Broadway, and E and H Streets. Within this area, there are two trolley stations, access and visibility from I-5, and relatively large and intact land ownerships. Other advantages of this area include proximity to the Bayfront area and to the Rohr Industries site, frontage on Broadway, which is the principal north-south arterial in South Bay, and frontages on E and H Streets, which are two of the primary east-west routes in the general plan area.

The area plan proposes reconstruction of Woodlawn Avenue as a 4-lane collector road, providing access to parcels immediately adjacent to I-5. For additional discussion of this planning proposal, see Section 5.4.

5. PLANNING AND DESIGN PROPOSALS

5.1 URBAN CORE

Located within Central Chula Vista and encompassing a portion of the Bayfront Area is a collection of significant public and private uses. Referred to as the Urban Core in the general plan, this subarea is defined by E and H Streets, Third Avenue, and Marina Boulevard (Figure 10-1). Located within or adjacent to the Urban Core are two San Diego trolley stations, the Civic Center and the Public Library, Town Centres I and II, the County Court Building, Rohr Industries, Chula Vista Harbor and Marina and the Sweetwater Marsh and Nature Interpretative Center. This area also includes planned or proposed facilities related to the Bayfront Area, redevelopment or enhancement of Town Centres I and II, and the Woodlawn corridor. The Urban Core also contains existing and potential future residential uses.

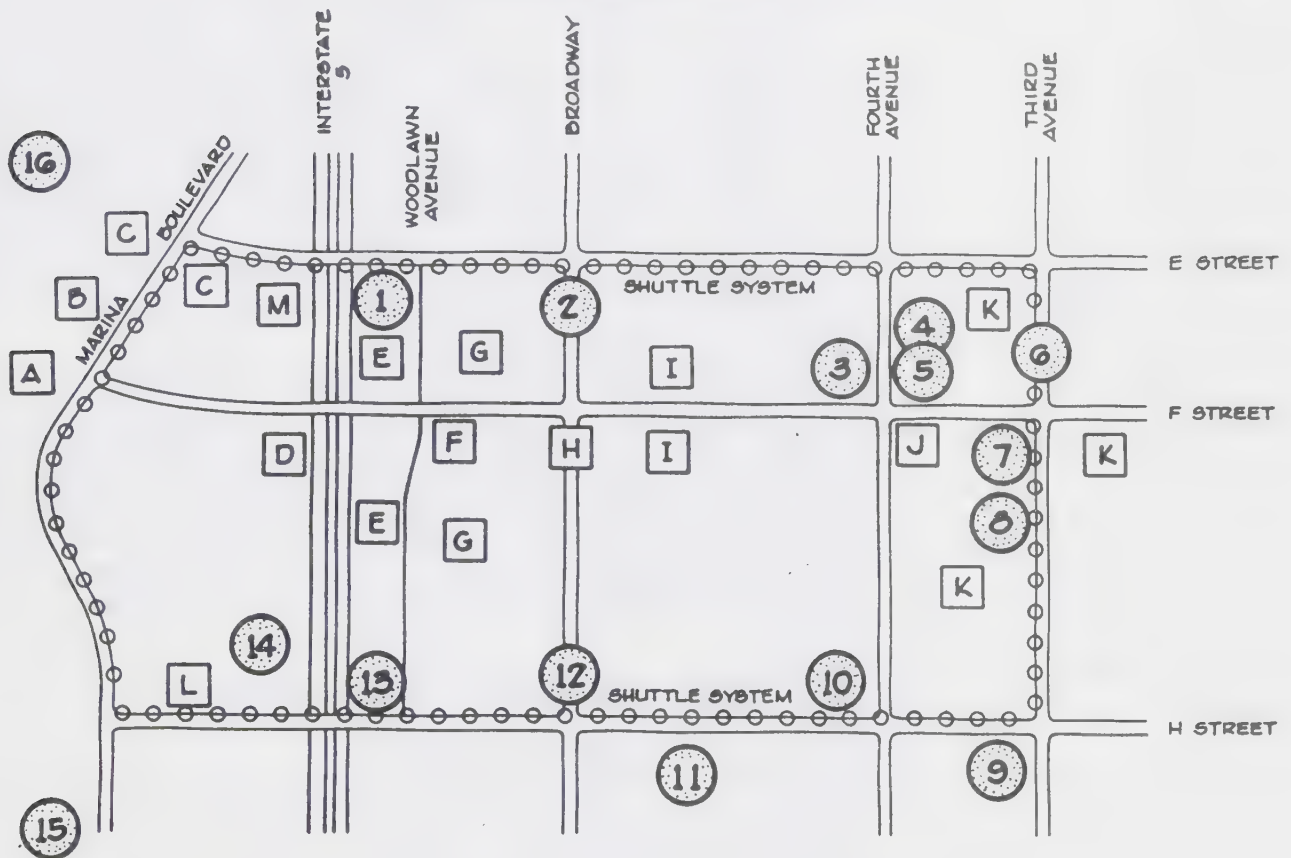
The activities in the Urban Core are complementary and mutually reinforcing. Restaurant and specialty retail uses along Third Avenue can benefit from workers located along I-5 and residents along F Street and Fifth Avenue. Visitor commercial uses along Marina Boulevard and E Street can benefit from access to the two Town Centres and Chula Vista Marina. The Civic Center and Public Library act as the focus for the area and, by extension, for Central Chula Vista and the general plan area as a whole.

A key additional component of the proposed plan is a Urban Core/Bayfront shuttle system travelling clockwise on E Street, Third Avenue, H Street, and Marina Boulevard. Such a system would connect nearly all of the major facilities/destinations in the Urban Core, including Town Centre I, County Court Building, the hospital, Town Centre II, Rohr Industries, Bayfront facilities, and visitor commercial on E Street, as well as the trolley station area. The shuttle system would facilitate movement of daytime workers and residents and increase the market base of retail establishments in the two centers.

5.2 CHULA VISTA SHOPPING CENTER

The Chula Vista Shopping Center is located between H and I Streets and between Broadway and the vicinity of Fig Avenue. This area represents the initial boundaries of the Town Center II Redevelopment Area. The redevelopment area has been recently expanded to include ten additional sites in the Central Chula Vista area.

**Figure 10-1
MAJOR EXISTING AND POTENTIAL FACILITIES
IN THE URBAN CORE**



Existing Facilities

1. E Street Trolley Station & Chula Vista Visitors Center
2. North Broadway Retail
3. Civic Center
4. Friendship Park
5. Public Library
6. Third Avenue Retail
7. Town Centre I
8. Memorial Park
9. County Court Building
10. Scripps Hospital
11. Chula Vista Shopping Center
12. South Broadway Retail
13. H Street Trolley Station
14. Rohr Industries
15. Chula Vista Harbor and Marina
16. Sweetwater Marsh and Nature Interpretative Center

Potential Facilities

- A. Marina Park
- B. Marina Housing
- C. Marina Retail & Garden Office
- D. Employment Uses
- E. Woodlawn Office Uses
- F. F Street Community Park & Landscaping
- G. Woodlawn Housing
- H. Broadway/F Street Retail
- I. Residential
- J. Retail Center
- K. Residential/Office Mixed Use
- L. H Street Extension
- M. Highway/Visitor Commercial

The renovation of Chula Vista Shopping Center has been undertaken by the Chula Vista Redevelopment Agency to improve the Center's conditions and make it more competitive with other centers in the region. Public redevelopment was appropriate to deal effectively with multiple property ownerships of the area. Phase I of the project includes renovation of the existing facility and expansion from 600,000 square feet to 750,000 square feet. (This phase also includes the closing of Fifth Avenue.) Completion of this phase is scheduled in late 1988. The second phase of redevelopment will include the removal of 50,000 square feet of existing convenience retail and the construction in its place of 150,000 square feet of additional retail and a parking deck.

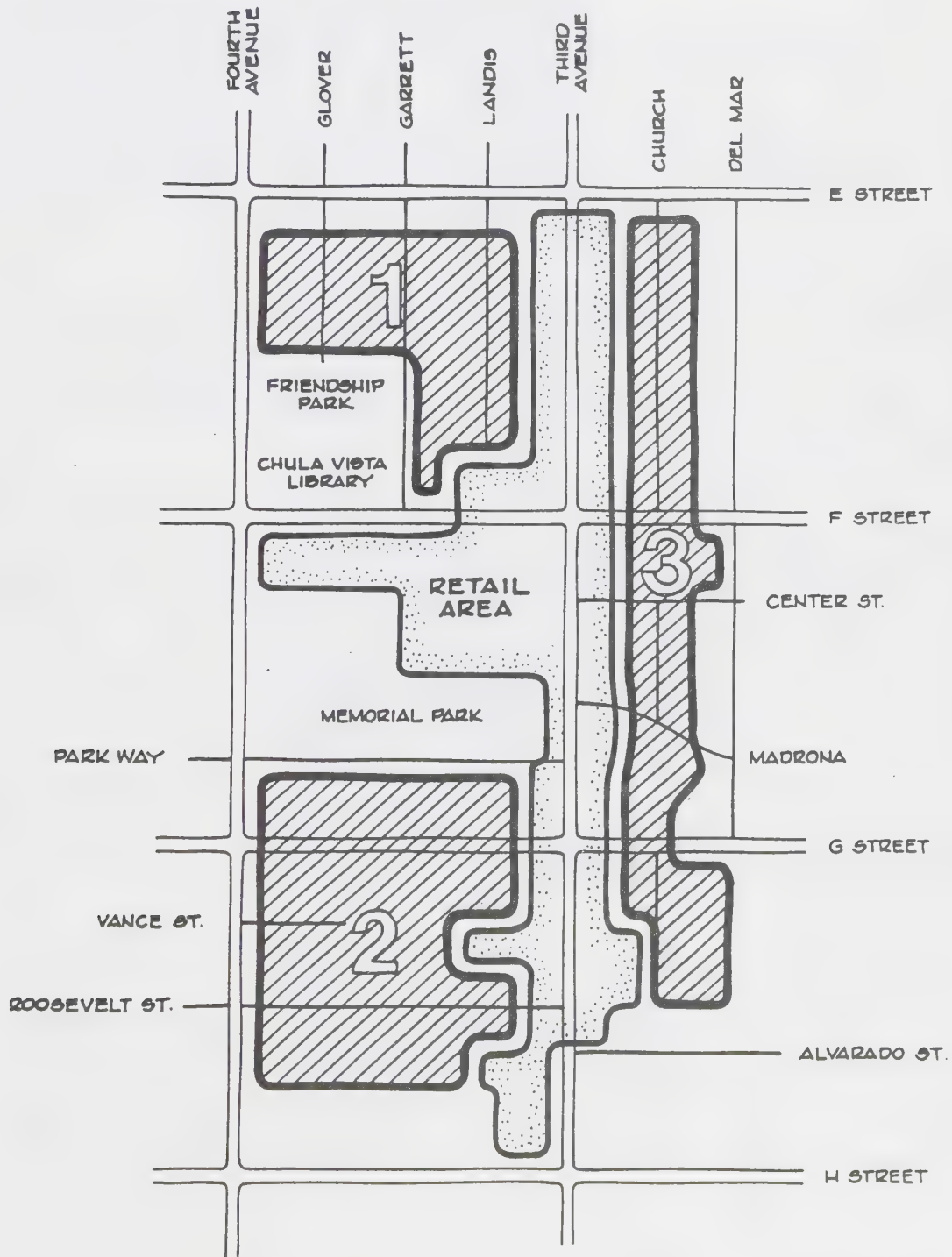
The expansion of Town Centre II covers ten additional sites in the Central Chula Vista area all located west of Fourth Avenue. These include public sites that may have potential for private redevelopment, public sites that may be able to benefit from the tax increment available from redevelopment, and properties that have deteriorated. They are expected to be subject to redevelopment individually as warranted by market conditions and opportunities, in accordance with the general plan.

5.3 THIRD AVENUE SHOPS AND MIXED-USE

The retail shops along Third Avenue extend from E to H Streets. Additional retail development extends along F Street, across from the Chula Vista Public Library. Three areas in the vicinity of Third Avenue are proposed for either Residential High or Professional and Administrative, or a combination of these two uses (Figure 10-2). The areas are:

1. North and east of the Friendship Park, along Glover, Garrett, and Landis Avenues.
2. South of Memorial Park, along G, Vance, and Roosevelt Streets.
3. Along three segments of Church Avenue.

Figure 10-2
THIRD AVENUE RETAIL AND MIXED USE AREAS



Any high density development in these areas, however, must address specific traffic, public service and visual considerations.

- o Third Avenue is located approximately one mile from the freeways which border the planning area. Many of the local streets which provide access to parcels in the three candidate areas are inadequate for multifamily development. Prior to any high density development, an area-wide traffic analysis should be conducted to address issues of potential congestion, access, and parking. Street improvements, such as widenings or intersection improvements, may be necessary before development can proceed.
- o Public services in Central Chula Vista, particularly parks, are generally designed to accommodate single family, not multifamily, developments. In addition to standard service analyses, provision should be made for additional parks to be provided within candidate areas 2 and 3.
- o Stable and well-maintained single family neighborhoods exist east of Del Mar Avenue and south of H Street. In order to preserve the existing visual scale of the surrounding area, new construction in the candidate areas should emphasize identification of individual units.

In order to meet the above requirements a master plan study should be prepared covering the three candidate areas plus any portions of the Town Centre I Redevelopment Area not included in them. The study should recommend improvements in streets, intersections, and public services and establish park and open space criteria and design guidelines. Such recommendations and guidelines should be incorporated into any approvals of development.

5.4 TROLLEY STATION AREA DEVELOPMENT

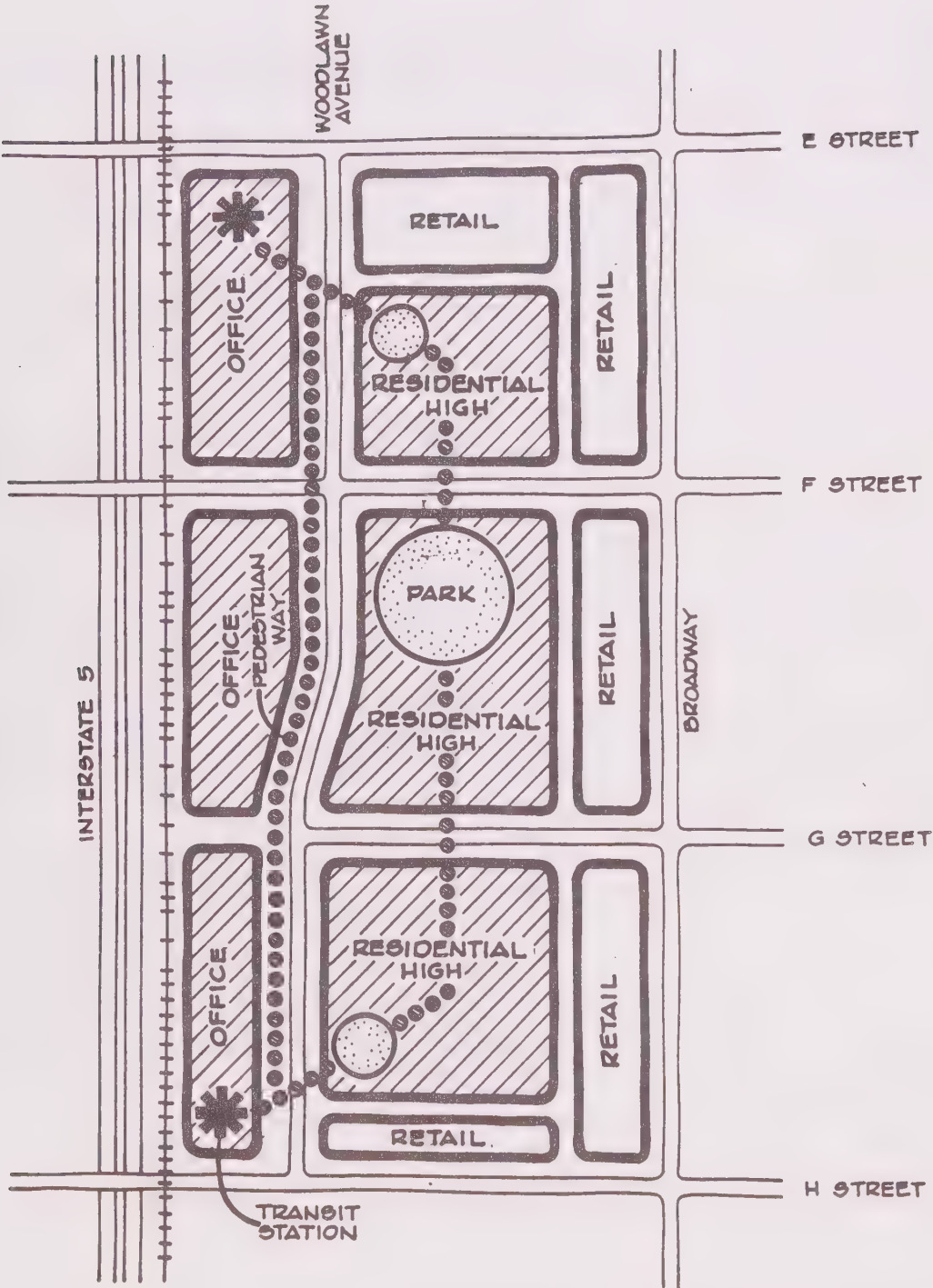
The general plan and the Central Chula Vista area plan identify a new circulation and land use pattern between the E and H Street Trolley Stations and I-5 and Broadway. This is in response to the opportunity to place more intensive development next to the regional public transit system and also next to the freeway, Bayfront development and other facilities

and services of the Central Chula Vista area. It is also to facilitate a moderate growth of the population in Central Chula Vista to support the Third Avenue retail area, Chula Vista Shopping Center and the other commercial and business activities.

Figure 10-3 illustrates the land use designation for the transit station area. The main characteristics are as follows:

1. The completion of Woodlawn Avenue as a 4-lane collector between E and H Streets. The street now exists between E and F Streets and between G and H Streets. The discontinuous portion is between F and G Streets.
2. The designation of the area between Woodlawn and I-5 as a Professional and Administrative office area. This area has excellent access and visibility to the freeway and transit.
3. The designation of the area between Woodlawn Avenue and the Broadway retail as high density residential. This area similarly benefits from access to transportation and a variety of urban services and amenities.
4. The designation of F Street as a gateway corridor connecting the Civic Center and Third Avenue retail area with the Bayfront. The F Street gateway has a lower vehicle volume than E and H Street and thus can be of a more pedestrian character and scenic quality. The section, shown in the diagram between I-5 and Broadway, includes increased setbacks for new development and additional landscaping. (See Land Use Element, Section 7.3).
5. The inclusion of a 5-8 acre park in the central portion of this area. This is located adjacent to the F Street gateway and Woodlawn Avenue to be visible and accessible to the office and residential uses.
6. The provision of secondary small parks or green areas as part of the residential developments north of F Street and south of G Street.

Figure 10-3
TROLLEY STATION AREA



7. The provision of a pedestrian pathway connecting the residential developments, park and open space and transit stations. An additional pedestrian pathway should be located on the west side of Woodlawn Avenue connecting the office development to the transit stations.

5.5 CHULA VISTA GATEWAY

The principal gateway to Chula Vista is Interstate 5. Although in the future more traffic may occur on Interstate 805 or the proposed State Route 125, entries to the city from I-5 along E and H Streets will continue to have both practical and symbolic significance because of the activities which will continue to take place in Central Chula Vista and the Urban Core.

The topography of I-5 in this area also affords a unique opportunity to establish a dramatic entrance to the city through landscaping of the slope banks of the freeway (Figure 10-4). In coordination with the State Department of Transportation, a special landscape zone should be designated and developed along I-5 from points north of E Street to south of H Street. Landscape zone should extend into both the Bayfront and Central Chula Vista, with coordinated signage and architectural control.

5.6 CONSERVATION OF SINGLE FAMILY NEIGHBORHOODS

The traditional housing type of Chula Vista is detached single family. In more than three-fourths of Central Chula Vista, located east of Second Avenue and south of H Street, the predominant land use is single family residential. The remaining northwest quadrant of the planning area, west of Second Avenue and north of H Street, there are substantial areas of multifamily residential and commercial uses. Even in this quadrant, however, there are large pockets as well as individual units of well-maintained, single family housing.

As stated in the Land Use Element, and Section 3, Issues, Goals and Objectives, of this chapter, it is the intent of the general plan to preserve and enhance existing single family neighborhoods. The following policies and guidelines are included to further and implement this goal.

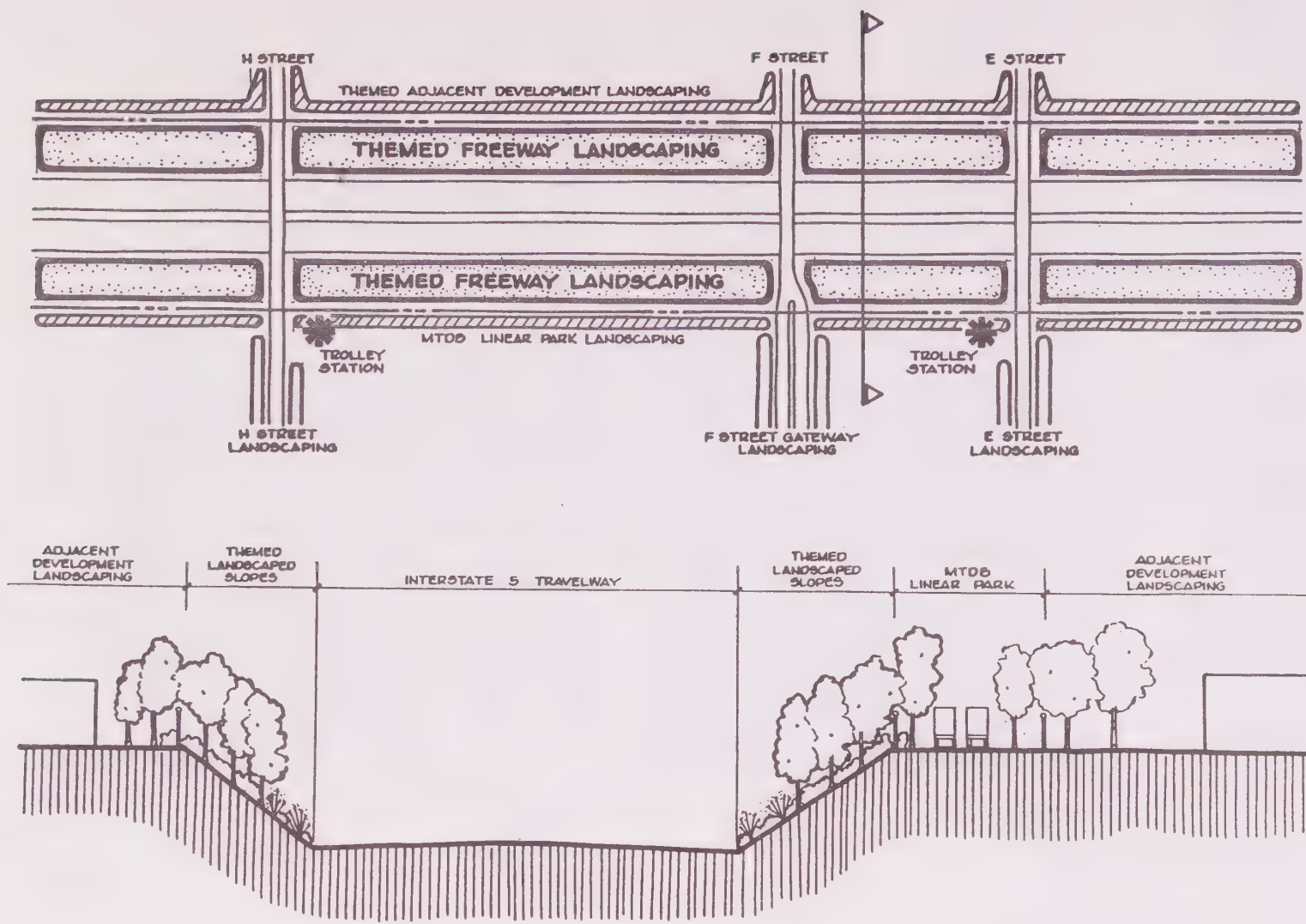


Figure 10-4
CHULA VISTA GATEWAY

1. The city should establish and monitor compliance with standards for maintenance, rehabilitation, and reconstruction of existing single family units in Central Chula Vista.
2. Within the northwest quadrant of Central Chula Vista, the city should discourage or eliminate through-traffic within the single family neighborhoods identified by the area plan, except on the major roads which are located at quarter-mile intervals.
3. The city should encourage and support planting of trees along streets in single family neighborhoods.
4. The city should encourage and support formation of homeowners' associations in existing single family neighborhoods to coordinate maintenance, rehabilitation, and reconstruction. Use of city funds for improvements may be tied to homeowners' commitment to and participation in such associations.

5.7 REDESIGNATION OF SINGLE FAMILY NEIGHBORHOODS

Single family neighborhoods in Central Chula Vista are under increasing pressure as a result of nearby conversion of single family land use to multifamily. In order to provide further protection of these neighborhoods no area designated for single family residential in the Central Chula Vista Area Plan (Residential Low and Residential Low/Medium) should be redesignated to higher density residential use except upon finding that:

- a. There is citywide need for multifamily housing.
- b. There are no significant impacts or such impacts are fully mitigated.
- c. That at least one-half of the boundary of the area proposed for redesignation is bordered by areas of residential density classification, which is the same as the proposed density classification, or higher residential density classification, or commercial, industrial, or institutional uses.

Regardless of general plan designation, no existing single family units should be converted to a multifamily project unless the following findings are made:

1. That the project is consistent with the general plan.
2. That access to the project is from a four-lane residential collector or a higher classification street.
3. That any significant traffic impact of the project is fully mitigated.
4. That the project contains the established minimum of landscaped open space, exclusive of driveways and parking.
5. That the massing and exterior design of the project be consistent and compatible with the lowest density use which is adjacent to the project.
6. That the project satisfies all applicable requirements of the city's zoning ordinance.

5.8 CHULA VISTA GREENBELT

The portion of the Chula Vista Greenbelt that is located in the Central Chula Vista area is the connection from the Sweetwater River Valley east of I-805 to the Bayfront west of I-5. The alignment of this connection generally follows the southerly boundary of SR-54 between I-805 and the vicinity of Fifth Avenue extended. This is through an area that is currently developed or scheduled for development. It is envisioned as a easement suitable for a pedestrian and bicycleway and landscaping to buffer the trail from adjacent development. The alignment from the vicinity of Fifth Avenue extended to the Bayfront follows the original Sweetwater River channel prior to completion of the SR54 channelization. This portion of the Greenbelt is seen as comprising the preserved natural channel as a relatively wide open space corridor. The existing bridges at Broadway, the railroad and trolley tracks and I-5 afford the opportunity for grade separated pathways to the Bayfront.

The completion of the Chula Vista Greenbelt as a continuous connection around the city necessitates the completion of this section in Central Chula Vista. Existing developments have not been planned to included this connection and therefore may

have created obstacles to its implementation. In addition, individual proposed developments may propose an alignment but it may not be one that results in the most clear and continuous overall system.

In addition a portion of this segment of the Greenbelt falls within the boundaries of National City. Close cooperation and coordination will be necessary if the plans of both cities are to include the Greenbelt and provide the necessary ongoing support to assure its implementation.

It is recommended that a detail alignment and design study be undertaken to establish this route in detail. This could be part of the Chula Vista Greenbelt Master Plan or as an immediate separate study item. Its focus should be to assure that decisions are not made that would preclude the completion of this connection or necessitate a difficult and expensive solution. It should also serve to inform affected property owners of the importance of this open space connection and how it should be accomplished.

5.9 BROADWAY RESIDENTIAL DEVELOPMENT

The introduction of medium and high density residential is seen as potentially desirable in certain sections of Broadway to break the continuous strip of retail commercial. The area most suitable for the introduction of residential land uses is between Flower Street on the north and I Street on the south.

The development of residential land uses in this area can be mixed use commercial/residential typically with the commercial as the first level and residential units above. It can also be only residential uses. In either case the introduction of residential uses on Broadway should carefully consider access, the appropriate setbacks from the roadway and screening from any adjacent non-compatible land uses.

The future implementation of this policy should include consideration of a special zone or land use overlay which would establish more specific criteria for project design.

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11. BAYFRONT

CHAPTER 11 BAYFRONT AREA PLAN

The Chula Vista Bayfront Specific Plan is included in and made a part of the Chula Vista General Plan. It is available as a separate document from the Chula Vista Planning Department.



12. MONTGOMERY

CHAPTER 12 MONTGOMERY AREA PLAN

The Montgomery Specific Plan is included and made a part of the Chula Vista General Plan. It is available as a separate document from the Chula Vista Planning Department.



13. SWEETWATER

CHAPTER 13 SWEETWATER AREA PLAN

The Sweetwater Community Plan is included in and made a part of the Chula Vista General Plan. It is available from the County of San Diego Planning Department for this unincorporated area.

CHAPTER 14 EASTERN TERRITORIES AREA PLAN

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1. INTRODUCTION

The Eastern Territories is the area of largely unincorporated land which lies to the east and south of the city. The planning area is bordered by Interstate 805, Telegraph Canyon Road to its intersection with the proposed State Route 125, approximately along State Route 125 to State Route 54, San

Miguel Mountains, the Upper and Lower Reservoirs, and the Otay Valley. This is the largest planning area covered by this general plan. Most of the land is vacant or devoted to limited agriculture. Developed land uses occur south of Telegraph Canyon Road and adjacent to Interstate 805. Because of its size and the large potential for urbanization, Eastern Territories holds the key to the type of city Chula Vista may become in the future.

The Eastern Territories Area Plan described in this chapter is part of the city's general plan. The analyses, policies and proposals contained in this chapter are extensions of and additions to those contained in Chapters 1 through 9. As such, the area plan should be interpreted and implemented in conjunction with all of the other elements of the general plan.

2. EXISTING SETTING, FORECAST AND PROPOSED CHANGES

In preparation for this area plan, studies of existing conditions were prepared, including:

- o Opportunities and constraints analysis, covering physiographic and hydrologic characteristics of the area (P&D Technologies, 1987a).
- o Review of development proposals which have been prepared by property owners in the area.
- o Projections of population, employment and housing prepared by the San Diego Association of Governments (SANDAG, Series 7, 1988).
- o Planning and transportation studies conducted both previously and concurrently, covering most of the inland sections of the South Bay area, including Otay Mesa, Sweetwater, and Eastern Territories.

Results of these studies are contained in Chula Vista (1987) and P&D Technologies (1987b, 1987c).

2.1 LAND USE

Existing Landform

The most distinguishing characteristic of Eastern Territories is the physiography of the area. Sweetwater Reservoir and San Miguel Mountain define the northeastern boundary of the planning area; foothills of Jamal and San Ysidro Mountains define the eastern boundary; and the edge of Otay Mesa defines the southern boundary. Contained within the planning area are Mother Miguel Mountain (El. 1527) Rock Mountain (El. 669), Upper and Lower Otay Reservoirs, and Otay Valley. The major watercourses in the planning area are Otay River and Salt Creek.

With the exception of major features noted above, most of Eastern Territories consist of low hills separated by numerous canyons. The principal canyons and drainage courses are Proctor Valley and Wild Mans canyon in the north and Telegraph, Poggi, Wolf canyons and Salt Creek and Otay Valley in the central and south part of the planning area.

As in other areas of the County, biological habitats and other environmentally sensitive lands are generally located along the canyons and valleys of Eastern Territories. Areas with steep slopes represent both a buffer to such sensitive lands and a potential for negative environmental impact, if they are altered to support urban development. Both sensitive lands and steeply sloped areas were identified in an opportunities and constraints analysis (P&D Technologies, 1987a) as background information for the general plan.

Existing Land Use

Eastern Territories contains approximately 23,700 acres, of which reservoirs, steep slopes, mountains, canyons, flood plains, and other areas deemed unsuitable for urban development occupy 11,400 acres and existing uses 1,100 acres, leaving 11,200 acres of developable land. Existing urban uses consist of residential developments in scattered locations and industrial developments along Otay Valley Road (Table 14-1). An active rock quarrying and crushing operation is located at the southwest base of Rock Mountain. Otay Landfill and an inactive hazardous waste landfill are also located in the planning area.

Much of the developable land in Eastern Territories is currently held in a few ownerships, including future phases of Eastlake and Sunbow developments. Approximately 38% of the planning area is a part of Otay Ranch.

Table 14-1
EXISTING AND PROPOSED LAND USE
EASTERN TERRITORIES (a)

Land Use	Existing	Planned
RESIDENTIAL		
Low	206 Ac.	3,315
Low Medium	805	3,598
Medium	13	578
Medium High	8	72
High	-	17
COMMERCIAL		
Retail	-	254
Visitor	-	15
Professional & Administrative	8	110
INDUSTRIAL		
Research & Industrial	222	1,319
PUBLIC QUASI PUBLIC & OPEN SPACE		
Public & Quasi Public	82	762
Parks & Recreation	38	878
Water	1,533	1,533
Open Space	<u>20,788</u>	<u>11,252</u>
TOTAL	23,703 Ac.	23,703 Ac.

Source: P&D Technologies and Centi & Associates

Notes:

a. Entries in gross acres, which include circulation streets.

Residential Neighborhoods

Existing residential developments occur in two areas of Eastern Territories. First is the area adjacent to Interstate 805 between Telegraph Canyon Road and Otay Valley Road. All of this area is located within the incorporated boundaries of the City of Chula Vista. The population of this area in July 1988 was 7,400.

Second is a small group of rural and semirural housing located along San Miguel Road, Proctor Valley Road, and Jonel Way, south of Sweetwater Reservoir.

Proposed new residential developments in the planning area include the area around the Chula Vista Community Hospital, future phases of Eastlake, and others.

2.2 POPULATION AND HOUSING

In 1988, Eastern Territories contained 7,400 residents living in 2,100 dwelling units. Approximately 90% of the units were single family and the remainder multifamily or attached units. The existing residential neighborhoods are thus predominantly single family, with average household size in excess of 3.5 persons per household.

3. GOALS AND OBJECTIVES

Over the planning horizon covered by this general plan, it is anticipated that most of new urban development projected for the city would take place in Eastern Territories. At the same time, Eastern Territories contains some of the most valuable environmental and visual resources of the general plan area. The following issues, goals and objectives are intended to guide future developments in Eastern Territories in a way which protects the unique resources of the area.

GOAL 1. NATURAL ENVIRONMENT

The environmental resources of Eastern Territories are associated primarily with its reservoirs, water courses and adjacent lands, and the principal hills and mountains. The goal of the city is to protect the most important environmental resources from urban development and its potential, negative impacts.

Objective 1. Direct new urban development in Eastern Territories to broad mesa tops which are generally located away from environmentally sensitive areas such as flood plains, canyons, and steeply sloped areas.

Objective 2. Require thorough environmental reviews of all proposed conversions of vacant or agricultural land to urban uses.

Objective 3. Among the areas designated in Eastern Territories for open space preservation, place the highest priority on preservation and improvement of those sections of the proposed Chula Vista Greenbelt which are located in the planning area. These are the Otay Valley, Salt Creek and associated canyons, Upper and Lower Otay Reservoirs and the adjacent drainage areas, Mother Miguel Mountain and the Sweetwater Reservoir and the adjacent drainage area.

GOAL 2. NEW URBAN DEVELOPMENT

It is anticipated that Eastern Territories will be subject to significant urban development over the planning horizon (20 to 50 years). It is the goal of the city to accommodate and regulate such development, in ways which will protect the significant natural environment and create high quality urban environments for living and working.

Objective 4. Create, for the planning area as a whole, a balanced community of residential, commercial, and industrial uses. To the extent that employment uses may be more difficult to establish, provide for additional designations of commercial and industrial land and encourage retention of vacant land for commercial and industrial uses.

Objective 5. Assure that all new developments are provided with acceptable levels of public services. Each development should include local public facilities required to serve the development and also contribute toward construction of city-wide facilities needed by the development. Interim services which vary from City-wide standards may be acceptable for projects with substantial public benefits.

Objective 6. Encourage orderly and compact patterns of development, which will make maximum use of existing public facilities and avoid "leap frog" development. In particular, encourage development phasing which will substantially build out drainage and hydrologic basins with existing public service facilities before developing new basins. Exceptions should be allowed for projects with substantial public benefits, which should be permitted special public service consideration on an interim basis.

GOAL 3. EASTERN URBAN CENTER

Consistent with the objective of creating a balanced community in Eastern Territories, the general plan designates an area near the intersection of Orange Avenue extended and the proposed State Route 125 which will have urban land uses. This area, called the Eastern Urban Center, provides an opportunity for new city-wide and region-wide functions to be located in Chula Vista. It is the goal of the city to encourage the development of the Eastern Urban Center, subject to the following planning considerations.

Objective 7. Encourage the development of an Eastern Urban Center which on the whole is complementary to and not competitive with the Urban Core in Central Chula Vista.

Objective 8. Require a comprehensive plan for the Eastern Urban Center prior to beginning development in any part of the center. The plan should address issues of land use, circulation, public services, open space and environmental resources, and others as identified by this general plan and, in addition, the economic impacts on the Urban Core in Central Chula Vista.

4. AREA LAND USE DIAGRAM

The proposed area plan for Eastern Territories is the culmination of four alternative scenarios for the development of the area which were analyzed during the planning process (P&D Technologies, 1987b and 1987c). The plan, which is illustrated in Figure 1-2, Map Pocket, was based generally on the following assumptions and approaches:

- o The assumed rate of population growth is generally consistent with Series 7 Projections prepared by the San Diego Association of Governments (SANDAG, 1988).
- o State Route 125 will be completed as at least a four lane arterial and possibly to freeway standards.
- o The plan represents a largely balanced mix of residential, commercial, and industrial uses, with some added allocations of the latter two land use categories in order to assure a balance in the future.
- o Regional retail and office commercial functions will be located in the designated Eastern Urban Center. Additional commercial and employment uses will be located in the Eastlake Village Center and the adjacent business park.

- o The dominant residential land use is in the low and low/medium categories, representing detached single family homes although significant opportunities for higher density single and multi-family homes will also be provided.
- o An extensive network of open spaces, improved parks, and other public uses will be located throughout Eastern Territories.

5. PLANNING AND DESIGN PROPOSALS

5.1 RESIDENTIAL CHARACTER

The Eastern Territories is seen as an extension of the residential character of the existing areas of Chula Vista. The predominant residential type is single family detached in the low and low-medium residential density categories. This corresponds to a density of 0.5 to 3 units per acre and 3-6 units per acre respectively. Neighborhoods that are characterized by this single family density are located throughout the Eastern Territories.

There are two areas of the Eastern Territories that have been designated for medium density residential (6-11 units per acre) and two which includes both medium and medium-high density.

The area around the Chula Vista Community Hospital has been designated a Community Activity Center and contains an area of medium density residential bounded by Telegraph Canyon Road, Medical Center Drive, Palomar Street and Paseo Ladera. The character of this area is described in more detail in Section 5.4.

The area in the vicinity of the Eastlake Village Center and Business Park is also a Community Activity Center. Medium density residential in this area includes the existing areas of Eastlake west of Route 125, and new development areas east of the interchange of East H Street and Route 125 and north of the Eastlake Business Park.

In addition, the area adjacent to the Olympic Training Center is identified as a Community Activity Center and includes areas designated for both medium and medium-high density residential development, north of Orange Avenue. Directly adjacent to the OTC, south of Orange Avenue, a small high density residential component is included in the mixed use parcels.

The largest area of medium density residential is in the Regional Center Area near Route 125 and Orange Avenue. This area, which is described in more detail in Section 5.3, includes residential density (6 - 11 units per acre) in areas north of Orange Avenue and west of Otay Lakes Road near Orange Avenue. In addition medium density and medium high density residential (11-18 units per acre) are designated for the Eastern Urban Center.

In addition to these three major areas of higher density residential there may be some other areas of medium density type development in the Eastern Territories. These may occur in the otherwise single family dominant neighborhoods as part of planned community projects and clustering of residential to produce additional open space or public facilities. The Land Use Element Section 6.3 and 6.4 form the guideline for determining the appropriateness of higher density residential in single family neighborhoods.

5.2 ROUTE 125 REGIONAL TRANSIT CORRIDOR

The Chula Vista Planning Area is served by regional light rail transit with the extension of the San Diego Trolley through the city along I-5. With the development of the Eastern Territories the regional transit system is recommended to be expanded to include a route along Route 125. The Eastern Territories Area Plan identifies a transit route parallel to or within Route 125. This may be one of several different types of transit systems ranging from an additional line of the San Diego Trolley to express bus on separate travel lane or other systems that may be part of the regional network.

The potential locations of stops or stations for the regional transit system through the Eastern Territories is shown in Figure 14-1. These locations are conceptual and are shown in the vicinity of circulation element road crossings of Route 125 but not at the proposed interchanges. These sites are shown as they could provide access to the adjacent residential communities, the Eastlake Village Center and Business Park and the Eastern Urban Center and University via circulation element roadways without the need to introduce a station or stop within the vehicular circulation system and ramps of a freeway interchange.

Figure 14-1
ROUTE 125 REGIONAL TRANSIT CORRIDOR



5.3 REGIONAL CENTER

Regional Center Character

The Regional Center is a 661 acre area bounded on the north by Palomar Road, west by Otay Lakes Road, south by Otay Lakes Road and Hunte Parkway and on the east by Hunte Parkway, Orange Avenue and Eastlake Parkway. Included in this area is the Eastern Urban Center, described below as well as other land uses that are closely related to it. This includes the business park and university site east of Route 125 and the medium density residential areas north of Orange Avenue between Otay Lakes Road and Eastlake Parkway.

The Regional Center is located at the intersection of planned Route 125, and the extension of Orange Avenue. Route 125 is planned to be a major north-south regional route that is to be ultimately developed to freeway standards. Orange Avenue is a planned super prime arterial located approximately halfway between Route 54 and Route 905. It is to be an important sub-regional route for the South Bay area connecting I-805 and Route 125 with a high capacity, restricted access roadway.

The area in the vicinity of the intersection of these two roadways is higher elevation mesa land either relatively flat or rolling topography. Further to the east, south and west the land gradually becomes broken by the main and tributary canyons of Salt Creek, Otay Valley and Poggi and Wolf Canyons.

This combination of excellent future access and topography are important considerations in the planning of this area as the Regional Center. In addition, its potential to be surrounded by residential neighborhoods which can be configured around a system of preserved main and tributary canyons emphasize its appropriateness for designation as the center of urban development in this portion of the general plan area.

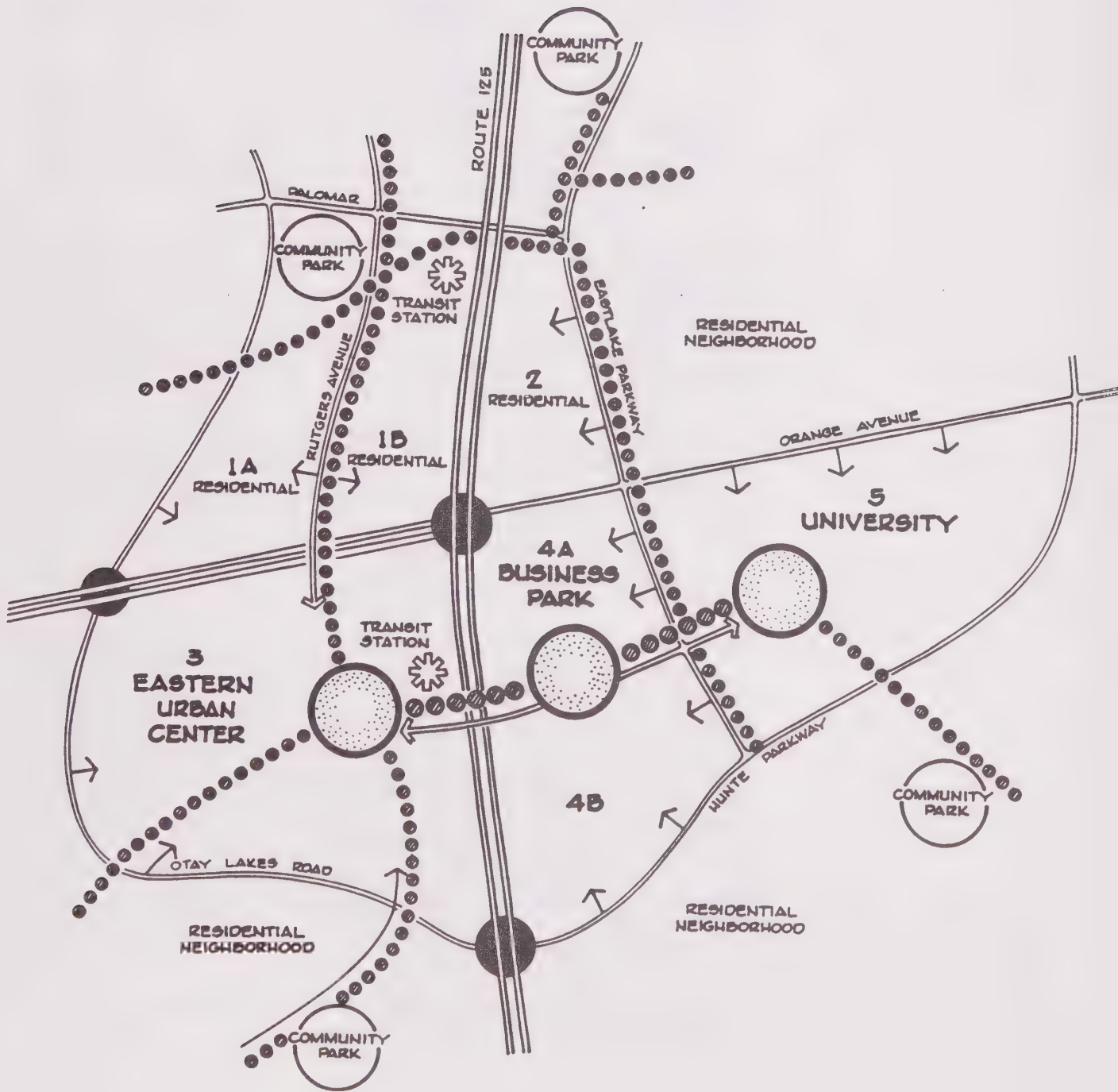
A key characteristic of the plan for this area is the integrated and coordinated system of vehicular circulation, non-vehicular circulation, transit and shuttle bus service, open space corridors and parks.

Vehicular Transportation

The major vehicular circulation system is the roadway system noted above as defining the area plus the extensions of Orange Avenue and Route 125 through the area. The principal vehicular access points into the various land use areas are illustrated in Figure 14-2. The vehicular access plan is based on the principle of establishing a hierarchy of roadways and spacing intersections to facilitate optimal organization of traffic flows and signalization. Principal regional access to this area is from Route 125 and Orange Avenue. Within the area access from Route 125 is limited to the interchanges at Orange Avenue and Otay Lakes Road/Hunte Parkway. Access from Orange Avenue is limited to Otay Lakes Road, Rutgers Avenue and Eastlake Parkway.

It is anticipated that the principal vehicular access to the land use sub-areas (Figure 14-2) is as follows:

Figure 14-2
REGIONAL CENTER



- 1A Residential - Otay Lakes Road and Rutgers Avenue
- 1B Residential - Rutgers Avenue
- 2 Residential - Eastlake Parkway
- 3 Eastern Urban Center - Otay Lakes Road and Rutgers Avenue
- 4A Business Park - Eastlake Parkway
- 4B Business Park - Eastlake Parkway and Hunte Parkway
- 5 University - Orange Avenue and Eastlake Parkway

Pedestrian and Bicycle Transportation

The nonvehicular circulation system is structured around the open space and trails network described in the Land Use Element, Section 7.3. In the Eastern Urban Center the system focuses on the concourse between the Eastern Urban Center across Route 125 through the business park to the university site. This connection should be characterized by non-vehicular transportation and transit rather than individual private vehicles. Several segments of the open space and trail system connect to this concourse. These include:

- o Rutgers Avenue trail and open space.
- o Wolf Canyon.
- o Eastlake Parkway north to the Eastlake High School and community park.
- o Eastlake Parkway south to the residential neighborhood and commercial center.
- o Otay Valley Park Road to the regional park.

In addition another section of the open space and trail network extends across the northern portion of the area. The Poggi Canyon to Eastlake open space corridor extends from residential neighborhoods to the west to Salt Creek. It includes the community park at Otay Lakes Road, recreation facilities near Palomar between Route 125 and Eastlake Parkway and the Eastlake Greens and Trails neighborhoods.

Public Transit

The transit and shuttle bus system is aligned along both the roadways and open space system. Regional north-south transit for the Eastern Territories discussed in the Section 5.2.

In the Eastern Urban Center Area regional transit stops are recommended at Palomar Road and the Eastern Urban Center/University concourse. In addition to these locations other stops may be warranted in Eastern Territories. These locations place regional transit adjacent to both vehicular and non-vehicular circulation systems. In addition a bus system could extend throughout the Eastern Urban Center providing both transportation between activities within the area and also connecting to the two regional transit stops. Public transit could also include such systems as dial-a-ride and other technological and operational innovations that may be developed.

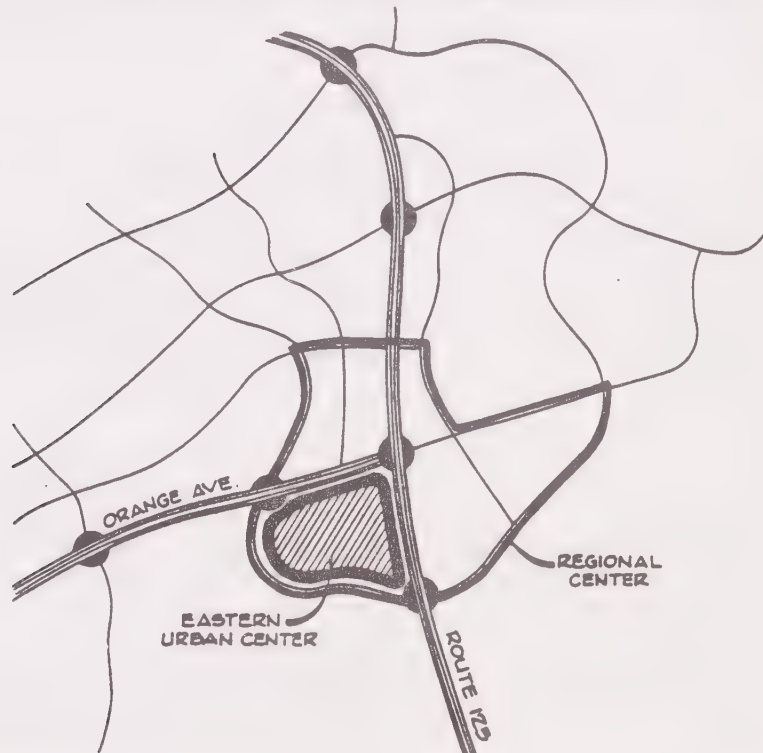
Eastern Urban Center

The Eastern Urban Center is envisioned as a mixed use area consisting of regional retail facilities, low, mid-rise and potentially high-rise commercial office, medium and medium high density residential and commercial and public recreation facilities. The development of these uses are recommended to be in a urban design pattern which is characterized by a mixture of land uses interconnected along activity corridors. These pedestrian oriented activity corridors further connect to the trails and open space system that extend north, south, east and west from the Eastern Urban Center.

This approach of creative mixed use is seen as desirable in that the resulting urban center should be more dynamic and exciting than a center comprised of separate and distinct districts for regional shopping, office and residential.

In order to prepare the coordinated plans for the phased development of the Eastern Urban Center the entire area bounded by Route 125, Orange Avenue and Otay Lakes Road should be subject of a single, comprehensive plan illustrating the general urban design of the area and how it relates to development adjacent to the Eastern Urban Center.

Figure 14-3
EASTERN URBAN CENTER AND REGIONAL CENTER



University Site

The Chula Vista General Plan Area is expected to continue to grow and increasingly become a residential and employment area equal in quality to any in the region. The increasing population and employment is expected to require an additional facility for higher education. Such a facility would serve not only the general plan area but the entire South Bay region.

The important benefits to Chula Vista of a possible future decision on the location a university in the region warrants its inclusion in the general plan and its location as an integral part of the Regional Center. A university in the general plan area will substantially increase the opportunity for citizens of Chula Vista to receive a college education and benefit from continuing education programs throughout their lives. In addition a university is expected to increase the employment opportunities for residents as many high technology businesses prefer to locate in close proximity to such facilities. The cultural opportunities for Chula Vista should also be enhanced particularly with the music, visual, performing arts and literature programs typically associated with higher education facilities.

The university site is an approximately 170 acre area. The site is bounded by Orange Avenue, Hunte Parkway and Eastlake Parkway. Its location is in consideration of the following major factors:

1. Excellent regional access via State Route 125 and Orange Avenue and local area access via Otay Lakes Road, Hunte Parkway and Eastlake Parkway.
2. Distinct and beautiful site that is comprised of a high mesa area that is generally flat or rolling hills. Views to the west from the high point of the site include downtown San Diego, Pacific Ocean and Coronado Islands. Views to the east from throughout the site are to the Jamul and San Ysidro Mountains.
3. Location that is a unique combination of proximity to regional transportation, commercial facilities and high intensity land uses and separation from those facilities in a lower density environment to facilitate the establishment of a separate, education oriented identity, and a suburban campus physical environment.
4. A potential for expansion should the facility require more area principally by the more southerly alignment of Hunte Parkway so as to include more area into the site to the north.

In the event that a university is not located on this site the underlying alternate land use is projected to be the low-medium residential that exist to the north, south and east of the property.

5.4 OTHER ACTIVITY CENTERS

Chula Vista Community Hospital Activity Center

The Chula Vista Community Hospital is the second of four community activity centers in the Eastern Territories. These centers as well as the other centers in the general plan area are identified in Land Use Element, Section 7.2

The area comprising this activity center is bounded by Medical Center Drive, Paseo Ladera, Palomar Street and the Community Hospital. Within this area a range of services related to the hospital and the surrounding residential community should be located.

Related to the hospital these uses may include such facilities as private doctors offices and clinics, senior housing, convalescent care and other similar facilities. Related to the residential community facilities may include a neighborhood shopping center, community park or recreation center, commercial recreation, religious and public facilities.

The site planning of this area should demonstrate compatibility of the placement of non-medical buildings close to medical facilities. The hospital and related uses should be protected from unnecessary noise, traffic or other disruptions from the commercial and other high intensity activities. The planning should also facilitate the integration of these facilities and services particularly to the benefit of staff of the hospital and medical offices.

Eastlake Village Activity Center

The Eastlake Village is the third community activity center in Eastern Territories. This activity center is principally bounded by Eastlake Parkway, Route 125, and the Eastlake High School Site south of Telegraph Canyon Road. Additional area related to the activity center includes the commercial office area northeast of the intersection of Eastlake Parkway and Telegraph Canyon Road.

The activity center north of Telegraph Canyon Road is expected to be a mixed use development including retail shopping, office, multi-family residential and public facilities. The area south of Telegraph Canyon Road is expected to be primarily retail shopping related to the daily and weekly needs of the local residential neighborhoods.

An important feature of the activity center is the development of a pedestrian connection either along Eastlake Parkway or through the developed area of the activity center. This is intended to tie together the facilities north and south of Telegraph Canyon Road. Equally important, it is also part of the overall open space and trail system. This connection is the Eastlake Parkway portion of the network which is described in more detail in the Land Use Element, Section 7.3.

Olympic Training Center Activity Center

This is the most easterly located activity center and includes three basic components: the Olympic Training Facility, the adjacent mixed-use parcels, and the increased residential density north of Orange Avenue.

The training facility is intended to become the major training center in the nation for Olympic sports (e.g., water sports, track and field, etc.). Activities will include short and long-term training for elite and development level athletes, seminars, clinics and conferences, as well as sports medicine and sports science research. The character of the facility is intended to be campus-like, with sports areas and buildings sited within ample open space. While the main use of the site will be for sports training activities, the site will also provide housing and dining for athletes, offices, laboratories, meeting rooms, parking and storage. Housing capacity could increase from 300 to 1,000 athletes at buildout.

The two mixed-use commercial areas are intended to directly complement the training site. The retail commercial component is envisioned as a "village type" area with information shopping, dining and entertainment. It will serve visitors, the residents of the training facility and local residents. It is not intended to be a typical neighborhood shopping center. The Visitor Commercial development is also expected to be a low intensity commercial use, possible a semi-destination resort for use by visitors to the training facility or tourists/spectators attracted to the site. Both the lake and training facility will establish the character of the visitor-serving facilities. Office commercial uses included in this area could house, among others, administrative offices for the OTC or associated professions.

The increased residential density in the area is appropriate for an activity node. An increased population density will help support public services (e.g., public transit), commercial uses and establish a local neighborhood context for OTC residents.

5.5 CONNECTED COMMUNITY PARKS

The general plan and the Eastern Territories Area Plan includes a total of nine community parks. These are, from north to south,

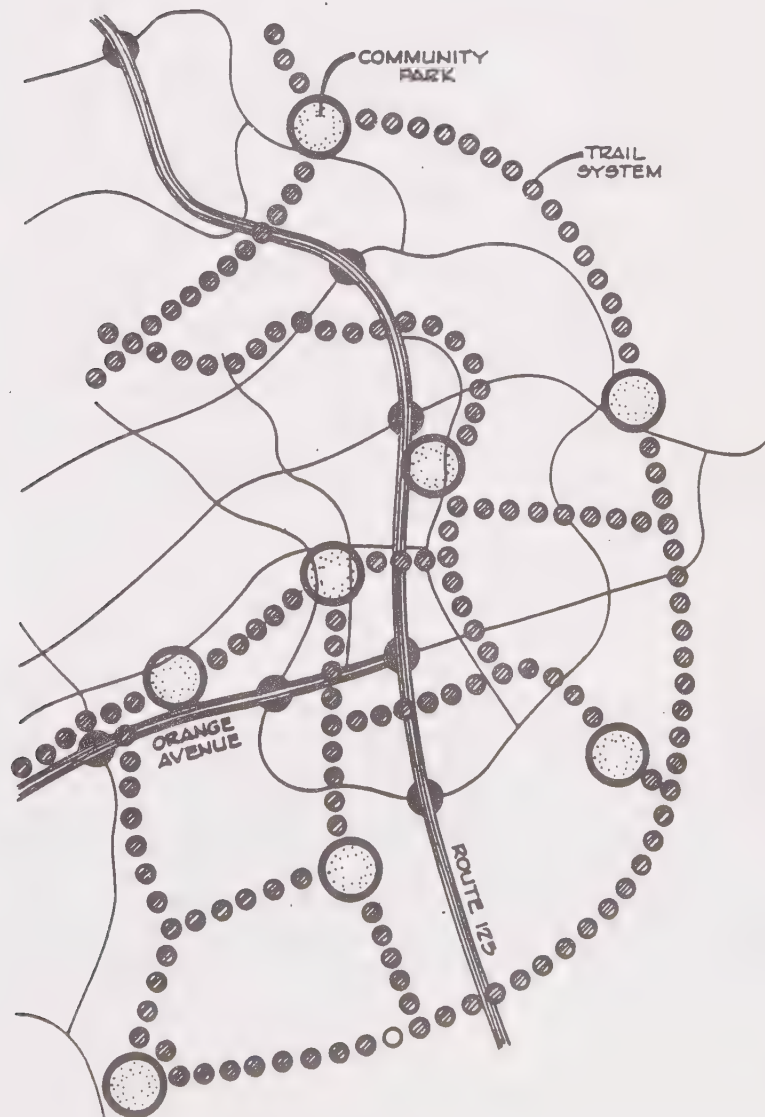
1. Bonita Miguel
2. Salt Creek
3. Eastlake High School
4. Rutgers
5. Telegraph South
6. Otay Valley
7. University West
8. Otay Valley

These parks are connected by an open space and trail system that extends throughout Eastern Territories. The system is

comprised of the Chula Vista Greenbelt on the south and east, Wolf Canyon, Poggi Canyon and other connections identified diagrammatically in Figure 14-4. Locations and configurations of community parks and trail systems shall be in accordance with the park location criteria included in Section 6.10 of the Parks and Recreation Element and with the guidelines for the Chula Vista Greenbelt included in the Land Use Element, Parks and Recreation Element and Eastern Territories Area Plan.

A more detailed description of the Community Parks is contained in the Parks and Recreation Element. A more detailed description of the open space and trail connections are included in the Land Use Element, Section 7.3.

Exhibit 14-4
CONNECTED COMMUNITY PARKS



5.6 PRESERVATION OF MOUNTAINS, PROMINENT HILLSIDES AND LANDFORM

The Eastern Territories Area Plan places particular emphasis on the preservation of unique mountains or hillsides and land forms which are an important part of the character of the area defining topographic features such as canyons and ridgelines. These areas are identified into two categories: mountain landforms and other prominent features.

Mountain Landforms

Mother Miguel Mountain is the most prominent mountain in the Eastern Territories. Mother Miguel Mountain should be preserved as open space with no development on the slopes which define the mass of the mountain. Limited low density residential development may be permitted on the lower portion of the foothills situated northwest and southwest of the mass of the mountain if site planning can adequately address the hillside development guidelines, environmental issues including particularly wastewater and storm drainage away from the Sweetwater Reservoir, preservation of important views to and from the site and grading in a manner which keeps cut and fill slopes to a minimum.

Another significant landform in Eastern Territories is Rock Mountain. On the north and easterly sides of Rock Mountain low density residential is shown on the land use plan adjacent to but not intruding into the slopes which define the mass of the mountain. The continuation of the rock quarry operation on the south side of Rock Mountain adjacent to Otay Valley is permitted consistent with the provisions in the Open Space and Conservation Element, and required permits of the regulating agencies.

Prominent Features

The prominent features which characterize the Eastern Territories Planning Area are the edges of the mesas which are typically broken by a series of finger canyons alternating with rounded noses; both canyons and noses covered with light vegetation. These areas are typically designated as part of the open space system and include the following major areas:

1. Southside of Procter Valley adjacent to Eastlake.
2. North and south side of Telegraph Canyon between Medical Center Drive and Route 125.

3. North and south side of Poggi Canyon between Brandywine Avenue and Otay Lakes Road.
4. East and west sides of Salt Creek between Telegraph Canyon Road and Otay Valley.
5. North side of Otay Valley between Paseo Ladera and Otay Lakes.
6. East and westerly sides of Wolf Canyon.

The development of land uses adjacent to these areas should maintain the overall character of the existing landform. The principles of landform grading which should be applied are described in the Land Use Element Section 7.7.

5.7 EASTLAKE BUSINESS PARK AND SALT CREEK LAND USE TRANSITION

The area between the Eastlake Business Park and the Salt Creek Ranch residential neighborhood has been identified as an area for more detailed planning and design guidelines because of the close proximity of employment and residential uses. There is a potential that because of this close proximity, and the particular circulation and topographic characteristics of the area, land use conflicts could result unless careful attention is given to site design. The planning direction to prevent land use conflicts is the creation of a land use transition.

The land use transition between the Eastlake Business Park and the Salt Creek Ranch residential neighborhood should be achieved by both the type of land use placed next to the business park and the use of the physical land form of the area. The major features of the land use plan are as follows:

1. An area of medium density residential land use extending west of Lane Avenue between the northerly boundary of the Eastlake Business Park and a prominent east-west ridgeline located on the Salt Creek Ranch. The area north of the ridgeline and oriented to Proctor Valley is low-medium residential density.
2. An area of low-medium residential land use extending east of Lane Avenue and north of the future Eastlake Business Park and east of the prominent north-south ridgeline, which extend across both the Eastlake and Salt Creek properties. The buffer between the low-medium residential and business park areas should be achieved on the north by a combination of setbacks, grading and landscaping, both on the Salt Creek and Eastlake properties. The buffer on the east should be achieved by the retention

of the ridgeline land form between the business park and residential land use.

3. The area of low-medium residential land use extending east of Lane Avenue and north of the future Eastlake Business Park and south of Proctor Valley Road contains residential-industrial land use issues that need to be addressed. To achieve an appropriate transition a cluster approach should be used. A cluster plan should create an open space buffer adjacent to the business park, and may include local parks, recreation facilities and circulation elements so as to achieve an appropriate transition between the business park and residential community. A plan with these characteristics is expected to warrant the approval of residential densities at the high end of the low-medium residential density range.
4. The circulation system should also contribute to the separation of land uses. The residential areas noted above should be generally accessed from East H Street/Proctor Valley Road and Hunte Parkway. These roads, as a result of their adjacent land uses, design and landscaping, are expected to function as the entryway to a residential community. The business park should have as its principal access Eastlake Parkway and Telegraph Canyon Road connecting to the Route 125 interchange.
5. The designation of the area east of the Eastlake Business Park as low-medium residential is a change from the land use which has been proposed in the Eastlake Master Plan. This plan extended the Business Park to Hunte Parkway. This area is shown as residential because it is determined to be more compatible with the landform, Salt Creek portion of the Chula Vista Greenbelt and nearby residential neighborhoods. The potential for industrial land use in this area can be evaluated in the future. This evaluation, if it is seen as appropriate, should focus on the adequacy of transition to the adjacent residential communities and open space and overall community land use needs.

5.8 DEVELOPMENT NEAR RESERVOIRS

The Eastern Territories Area Plan designates the Upper and Lower Otay Reservoir and, although outside the planning area, the Sweetwater Reservoir as part of the Chula Vista Greenbelt. The Greenbelt includes the water surface of the reservoir and, in most cases, the adjacent defining slope.

Low density residential land use is planned along the west side of the Upper and Lower Otay Reservoir as part of the Eastlake development. Within Eastlake Vistas, residential development is shown along the hillsides but retaining a greenbelt space between the residential land use and Wueste Road. Medium density residential uses, low-intensity commercial uses and the Olympic Training center are located near the intersection of Orange Avenue and Wueste Road. All development is located west of Wueste Road which defines the development edge closest to the water, for the area south of Orange Avenue.

The final definition of the development area and the area which comprises the portion of the Chula Vista Greenbelt along the Lower Otay Reservoir should be included in further, more detailed planning. The first step in this process has been completed with the adoption of the Eastlake III General Development Plan which responds to the following major planning and design criteria:

1. Maintenance of a substantial greenbelt between the low density residential development and Wueste Road.
2. Wastewater from development areas to flow west of utility systems in Salt Creek.
3. Storm drainage from developed areas to be collected in an urban runoff system and, by gravity flow, directed away from the reservoir.
4. Site planning, grading landscaping and architectural design which is oriented to producing a high quality view from the lake and open space and parks east of the lake to the various developments visible from the lake and Wueste Road.

5.9 CHULA VISTA GREENBELT

The Eastern Territories includes the largest portion of the Chula Vista Greenbelt (Figure 1-5). The Greenbelt extends east-west through Eastern Territories from I-805 along the Otay River Valley to Salt Creek and the Otay Lakes. It then extends north-south in two branches; one, comprising Salt Creek canyon and stream valley and the second the Upper and Lower Otay Lakes and their adjacent shorelines and defining slopes. The two branches intersect in the vicinity of Mother Miguel Mountain. The Greenbelt then extends along the south-westerly slopes of the mountain to Wild Mans Canyon and the Sweetwater Reservoir. There it connects to the Sweetwater Regional Park on the northwesterly edge of Eastern Territories.

The detailed description of the Chula Vista Greenbelt is included in the Land use Element, Section 7.3. Also included in the Land Use Element Section 7.3 is a description of the open space and trail network for the city. Many elements of this system are located in Eastern Territories. The Land Use Element should be referred to for a full description of Policies and Guidelines (Section 6) and Community and Urban Design (Section 7) that are applicable to Eastern Territories as well as the entire general plan area.

5.10 OTAY RANCH

The City of Chula Vista is cognizant of the strategic importance of the Otay Ranch to the entire South Bay Region of San Diego County and to the City of Chula Vista. The City has included the portion of Otay Ranch west of the Otay Lakes in its planning area since 1964.

The City recognizes that it is important that the General Plan be flexible. It should be capable of modification based on the results of planning studies in the future that are more detailed and focused than those used to prepare the General Plan.

The City further recognizes that the development of Otay Ranch will have a substantial impact on Chula Vista and therefore, the City Council has adopted a "Statement of Intent" regarding the cooperative relationship with the property owner in planning the property. The City wants to work with the owner of the Otay Ranch property to prepare a comprehensive master plan at the earliest possible date. The property owner has indicated that they will utilize their best efforts to incorporate the major opportunities as set forth in the General Plan such as the university, regional park and urban center. This master plan should include the entire Otay Ranch (22,500 acres) in order to determine the long-term plans for appropriate development and preservation of the property.

The City's General Plan document is the most comprehensive planning to date for this area and represents the broad desires of the City of Chula Vista. The Otay Ranch is encouraged to proceed with a comprehensive planning program to identify plan refinements or amendments necessary to best accomplish the goals and objectives of the General Plan.

6. REFERENCES

- P&D Technologies, Inc. 1987a. The City of Chula Vista Eastern Territories: Opportunities and Constraints (Diagram).
- P&D Technologies, Inc. 1987b. The City of Chula Vista General Plan Update: Eastern Territories General Plan Alternate Development Scenarios. May.
- P&D Technologies, Inc. 1987c. The City of Chula Vista General Plan Update: Eastern Territories General Plan Scenario 4. December.
- San Diego Association of Governments (SANDAG). 1988. Series 7 Forecast.



APPENDIX

The Appendix of the Chula Vista General Plan contains two parts. Appendix A includes those items which are part of the General Plan most of which are separate documents available from the City of Chula Vista. Appendix B includes those items that are referenced in the General Plan and are available for review at the city of Chula Vista.



15. APPENDIX

APPENDIX A - ADDITIONAL GENERAL PLAN DOCUMENTS

Appendix A includes those items that are part of the Chula Vista General Plan. The Glossary is included on the following pages. The additional documents that are listed following the glossary are part of the general plan and available from the City of Chula Vista.

GLOSSARY

A

Acoustics. (1) The science of sound, including the generation, transmission, and effects of sound waves, both audible and inaudible. (2) The physical qualities of a room or other enclosure (such as size, shape, amount of noise) that determine the audibility and perception of speech and music.

Active Recreation. Leisure time activities, usually of a more formal nature and performed with others, often requiring equipment and taking place at prescribed places, sites, or fields.

Adequate Housing. Housing which: (1) is structurally sound, water-light and weather-tight, with adequate cooking and plumbing facilities, heat, light and ventilation; (2) contains enough rooms to provide reasonable privacy for its occupants; and (3) is within the economic means of the households who occupy it.

Affordability. Refers to the amount paid for shelter; a household is considered to have problems with affordability if they a unit at a cost greater than 30% of gross household income.

Ambient Noise Level. That level that exists at any instant, regardless of source.

Amenity. Any service or facility which extends beyond the definition of adequate housing.

Annexation. The incorporation of a land area into the existing community with a resulting change in the boundaries of the community.

Archaeological Site. Any mound, midden, settlement, burial ground mine, rock art, or other location containing evidence of human activities which took place prior to 1542 A.D.

Area. As used in the land use element, that tract of contiguous land within one land use category.

At-grade. The crossing of two movement channels of transportation at the same elevation or level.

B

Barrier. An element which obstructs access. It may serve as a visual and/or functional obstruction.

Berm. An embankment, usually extending in a linear alignment. Berms can function as visual screens, noise attenuators, and water diverters.

Bicycle Trail. A paved designed to be used by bicyclist.

C

Capital Improvement. A government acquisition of real property, major construction project, or acquisition of long lasting, expensive equipment.

Capital Improvement Program (CIP). A proposed timetable or schedule of all future capital improvements to be carried out during a specific period and listed in order of priority, together with cost estimates and the anticipated means of financing each project.

Cemetery. Property used for the interring of the dead.

CEQA. California Environmental Quality Act.

Channel. A water course with a definite bed and banks which confine and conduct the normal continuous or intermittent flow of water.

Character. An attribute, quality or property of a place, space, or object. The distinguishing character of a place, space, or object.

Circulation. An all-inclusive word which describes movement and paths of movement. It includes: pedestrian, bicycle, automobile, and aircraft movement.

Civic Center. A concentration or an assembly of governmental buildings and other semi-public functions.

Class I Bikeway. A completely separated travel way designed for the exclusive use of bicycles.

Class II Bikeway. A shared travel way with only signing and striping provided.

Community Association. A homeowners association organized to own, maintain, and operate common facilities and to enhance and protect their common interests.

Community Facility. A building or structure owned and operated by a governmental agency to provide a governmental service to the public.

Community Noise Equivalent Level (CNLE). A scale that accounts for A-weighted acoustic energy received at a point over a 24-hour period. To reflect the increased annoyance caused by noise events during the evening and nighttime, weighting factors of 5 dBA and 10dBA are added to the sound levels between 7-10 p.m. and 10-7 a.m., respectively.

Community Parks. Community parks serve more than one neighborhood. They vary in size, but are generally 15 acres or larger and should meet the need of all age groups by providing a wide variety of land use.

Concept Plan. A planning tool used to resolve issues for an entire neighborhood or project. The concept plan represents a composite of general plan information to serve as a guide on future zoning request. Includes such issues as land uses, phasing, public facilities, park, grading, and drainage.

Conditional Use. A use permitted in a particular zoning district only upon showing that such use in a specified location will comply with all the conditions and standards for the location or operation of such uses as specified in a zoning ordinance.

Condominium. A building, or a group of buildings, in which units are owned individually, and the structure, common areas, and facilities are owned by all the owners on a proportional, undivided basis.

Cultural Facilities. Establishments such as museums, art galleries, botanical, or zoological gardens of an historic, educational, cultural interest, which are not operated commercially.

D

dBA. A quantity in decibels read from a sound level meter that is switched to the weighting network labeled "A". The A-weighting network discriminates against the lower frequencies according to a relationship approximating the sensitivity of the human hearing mechanism.

Decibel. (Abbreviated "dB") A unit of noise measurement indicating the loudness of sound. It is based on logarithmic scale, of the magnitude of a particular quantity (such as sound pressure, sound power, intensity) with respect to a standard reference value (0.0002 microbars for sound pressure and 10-12 watt for sound power).

Department of Housing and Community Development (HCD).

The department of the California State Government which has responsibility for housing policy and programs. HCD establishes the guidelines for preparation of local housing elements, prepares the statewide housing element, and offers technical assistance to local jurisdictions.

Department of Housing and Urban Development (HUD). The department of the federal government which administers a variety of housing programs. These include Section 8, Section 202, and the Community Development Block Grant.

District. A district is a settlement composed of a collection of neighborhoods and in some cases special projects that share common characteristics or orientations. Districts are the medium-to-large sections of the city which the observer recognizes because of some common, identifying character.

Dwelling Unit. One or more room and a single kitchen, designed for occupancy by one family for living and sleeping purposes.

E

EIR. Environmental Impact Report.

F

Fault. A fracture in the earth's crust forming a boundary between rock masses that have shifted. An active fault that has moved recently and which is likely to move again. An inactive fault is a fault which shows no evidence of movement in recent geologic time and no potential for movement in the relatively near future.

Freeway. A high speed divided state highway for through traffic with full control access and grade separations at all intersections. A freeway has emergency parking only and no parallel or perpendicular pedestrian movements.

Frequency. The frequency of a sound wave, expressed in cycles per second, or hertz, determines the "pitch" of the sound. High frequencies produce high-pitched sounds, and low frequencies produce low-pitched sounds.

G

Gateway. At the urban scale, gateways are referred to as the major entrances to the City. A gateway extends from the area where the route enters the city some varying distance along that route as it extends into the city.

Grading. Any stripping, cutting, filling, stock piling of earth or land, including the land in its cut or filled condition.

Greenbelt. An open area which may be cultivated or maintained in a natural state surrounding development or used as a buffer land uses or to mark the edge of an urban or developed area.

Ground Failure. Mudslide, landslide, liquefaction, or the seismic compaction of soils.

Groundwater. The supply of freshwater under the surface in an aquifer or soil that forms the natural reservoir for potable water.

H

Handicapped. Persons determined to have a physical impairment or mental disorder which is expected to be of long-continued or indefinite duration and is of such a nature that the person's ability to live independently could be improved by more suitable housing conditions.

Hierarchy. Any system of interrelated persons or things, ranked one above another in descending order to importance or size.

Higher Density Range. The range of density in each residential density category between the target and the maximum density.

Historical Site. Any structure, place, or feature which is or may be significant to the post 1542 A.D. history, architecture, or culture of the nation, state, region or community.

Household. All persons occupying a single dwelling unit.

Housing Unit. The place of permanent or customary and usual abode of a person, including a single-family dwelling, a single unit in a two-family dwelling, multi-family or multi-purpose dwelling, a unit of a condominium or cooperative housing project, a non-housekeeping unit, a mobile-home, or any other residential unit which either is considered to be real property under State law or cannot be moved without substantial damage or unreasonable cost.

I

Identity. Unity and persistence of personality; clarity of organization within a broad group of dissimilar objects. Synonymous with comprehensibility.

Image. A mental representation, a conception or idea. Imageable urban form would be where the differentiated parts of the City would be integrated into a visual whole that is coherent, meaningful, memorable, and highly pleasurable.

Impact. A word used to express the extent or severity of an environmental problem, e.g., the number of persons exposed to a given noise environment.

Infrastructure. Facilities and services needed to sustain industry residential, and commercial activities. Infrastructure includes water and sewer lines, streets and roads, communications, and public facilities such as fire houses, parks, etc.

Institutional Use. A non-profit or quasi-public use or institution such as church, library, public or private school, hospital, or municipally owned or operated building, structure or land use for public purpose.

L

Land Use. Putting land, water and air space to a specific use; a description of how land is occupied or utilized.

Liquefaction. A process by which water-saturated granular soils transform from a solid to a liquid state because of a sudden shock or strain.

Local Street. A low speed, low volume highway primarily for access to residential, business, and other abutting property. A local street may have parking and significant amount of parallel and perpendicular pedestrian traffic.

Loudness. The judgment of a sound by a human being. Loudness depends primarily upon the sound pressure of the stimulus. Over much of the loudness range it takes about a threefold increase in sound pressure (approximately 10 dB) to produce a doubling of loudness.

Lower Density Range. The range of density in each residential density category between the baseline and the target density.

M

Market-Rate Households. Households who, as determined by the City, have the financial capability to meet their housing needs without sacrificing other essential needs.

Mass Transit. A public common carrier transportation system having established routes and schedules.

Mitigation Measures. Means by which an adverse impact may be lessened or minimized.

Multifamily Residential. Residential development in the density range of medium, medium-high and high density.

N

Needing Rehabilitation. Refers to a housing unit which, in its present state, materially endangers the health, safety, or well-being of its occupants in one or more respects, and which is economically feasible to repair.

Needing Replacement. Refers to a housing unit which, in its present state, materially endangers the health, safety, or well-being of its occupants in one or more respects, and which is not economically feasible to repair.

Neighborhood. A neighborhood is the smallest settlement unit. In Chula Vista the term is generally used to describe a geographic area of residential development but may also be a neighborhood of mostly commercial, employment or institutional uses.

Neighborhood Park. A neighborhood park is intended to serve local residents and should be within walking distance of the household it serves. Public neighborhood parks range in size from 3 to 15 acres and serve a minimum of 1,000

people each. Primary uses include passive open space, active play areas for children. Private neighborhood parks are placed in the interior or residential developments or condominium complexes, and exclusively serve association members. They are more intensely developed and adult oriented.

Noise. Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying.

Noise Sensitive Land Uses. As identified in the City's Noise Element, noise sensitive land uses include residential convalescent and rest homes, hospitals, libraries, churches, and schools.

Non-Market-Rate Households. Households who, as determined by the City, do not have the financial capability to meet their housing needs without sacrificing other essential needs.

O

Open Space. Any parcel or area of land or water essentially unimproved and set aside, dedicated, designated, or reserved for public or private use or enjoyment, or for the use and enjoyment of owners and occupants of land adjoining or neighboring such open space. Parking areas are not included as open space.

Open Space Corridor. A major linear open space corridor that connects districts and other open spaces. Contained within this corridor may be agricultural areas, nature centers, major public facilities such as city government, and educational centers for both private and public uses.

Ordinance. A municipally adopted law or regulation.

Overcrowding. Households which have 1.01 or more persons per room are considered to have needs with respect to overcrowding.

P

Paleontological Site. Any area or location containing a trace or impression, or the remains, of plants or animals from past ages.

Park. Any public or private land set aside for aesthetic, educational, recreational, or cultural use.

Planning Area. All territory within the boundaries of the City plus the sphere-of-influence as established by the Local Agency Formation Commission plus additional unincorporated area which has a significant planning relationship to the city.

Policy. A collective term describing those parts of a general plan that guide action, including goals, objectives, implementing actions, and standards in both the text and diagrams.

Public Facilities. Institutional response to basic human needs, such as health, education, safety, recreation, and inspiration.

Q

Quasi-public. A use owned or operated by a non-profit, religious or eleemosynary institution and providing educational, cultural, recreational, religious, or similar types of public programs.

R

Recreation and Activity Centers. Public, private, or quasi-public structured or unstructured open space, such as community, and regional parks, golf courses, and cemeteries.

Recreation Facility. A place designed and equipped for the conduct of sports, leisure time activities and other customary and usual recreational activities.

Regional Parks. Regional parks are large open spaces and recreational facilities provided either partially or wholly by City or County of San Diego. They serve the needs of persons throughout San Diego.

Residential Density. The number of dwelling units per gross acre.

Resource Survey. An on-foot reconnaissance of an area conducted for the purpose of determining the presence or absence of historical, archaeological, or paleontological resources.

Right-of-Way. A strip of land acquired by reservation, dedication, forced dedication, prescription, or condemnation and intended to be occupied or occupied by a road, crosswalk, railroad, electric transmission lines, oil or gas pipeline, waterline, sanitary storm sewer, and other similar uses.

S

Senior Citizens. Persons aged 62 or over.

Scenic Corridor. The scenic corridor is the visible area outside the highway's right-of-way, generally described as "the view from the road."

Scenic Highway. A scenic highway is composed of the road and its right-of-way, and the scenic corridor. Rural scenic highways are routes which traverse corridor where natural scenic resources and aesthetic values may be found, such as agricultural or natural areas. Urban scenic highways are routes that traverse an urban area, with the scenic corridor offering a view of attractive and exciting urban scenes.

Significant Site. A site which, regardless of size, in the opinion of an historian, archaeologist, or paleontologist and the City, could yield new information or important verification of a previous finding, or be of significant scientific, cultural, educational, or recreational value, either now or in the future.

Sectional Plan Area (SPA) Plans. A subcommunity of a planned community area or neighborhood created for the purpose of having identified planning units, which have common services, a strong internal identity and integrated pattern of land uses and circulation.

Special Plan Area. An area that because of its mixed use, urban character will be planned and developed in accordance with a single comprehensive master plan illustrating the overall urban design, building, site and landscape guidelines and phasing plan.

Special Study Area. An area that because of its unique physical and environmental character and/or importance to the City is encouraged to proceed with a comprehensive planning program to identify plan refinements or amendments necessary to best accomplish the goals and objectives of the general plan.

Specific Plan. A development plan that includes text and diagrams specifying in detail all the items contained in California Government Code Section 65451.

Sphere-of-Influence. A plan for the probable ultimate physical boundary and service area of a local agency.

Streetscapes. Landscaped areas adjacent to public or private streets to buffer adjacent developments which may serve as a means for reducing noise impact.

Statistical Area. A planning unit that contains primarily industrial commercial or agricultural land uses, it is defined by either open space elements or arterial streetscapes.

Subdivision. The division of a lot, or parcel of land into two or more lots, tracts, parcels or other division of land for sale, development, or lease in accordance with the Subdivision Map Act.

Suitability/Habitability. Refers to the condition of a housing unit; households living in units requiring rehabilitation or replacement are considered to have needs with respect to suitability and/or habitability.

T

Temporary Bikeway. A Class I or Class II bikeway which will be removed or relocated at some future time.

Theme. The pervasive character of an area, development, or special place.

Thruway. A relatively high speed arterial highway with restricted access supplementing the freeway system and carrying intermediate range trips to or between major nonresidential land uses. A thruway has emergency parking only, and minimal pedestrian interference with traffic.

Transit Corridor. An area reserved for the exclusive use of some type of mass urban transit; it can facilitate both intracity and intercity movement.

Transportation Corridor. An area reserved for the ultimate circulation element roadways and suitable buffer are for noise attenuation.

U

Urban Design Structure. Framework which guides the development of the planning area, is comprised of the open space system, the circulation, network, and the village and district structure.

Urban Development Area. A geographic area illustrated on the General Plan Land Use Diagram that is currently developed for residential, commercial or employment uses or in designated for development of those uses at some time in the future.

Use. Purpose for which land or a building is occupied, arranged, designed, or intended, or for which either land or building is or may be occupied or maintained.

V

View. That which is seen; a prospect. Something to be looked at with attention.

W

Waste Management. An efficient system for the collection and disposal of waste products generated by households, industry, and commercial enterprises.

Z

Zone. A specifically delineated area or district in a municipality within which regulations and requirements uniformly govern the use, placement, spacing and size of land and buildings.

Zoning. The dividing of a municipality into districts and the establishments of regulations governing the use, placement, spacing, and size of land and buildings.

ADDITIONAL GENERAL PLAN DOCUMENTS

This general plan incorporates by reference the following additional documents. The additional documents are bound separately and are available for inspection and/or purchase at the City of Chula Vista Planning Department or at another location as noted below. The additional documents are an integral part of the general plan, as though they are fully set forth where they are referenced in this document.

1. Chula Vista, City of. 1986. Chula Vista Bayfront Specific Plan (Chula Vista Local Coastal Program, Phase III). Community Development Department.
2. Chula Vista, City of. December 27, 1984. Eastlake I SPA Plan.
3. Chula Vista, City of. November 12, 1985. El Rancho del Rey Specific Plan.
4. Chula Vista, City of. 1988. Montgomery Specific Plan. Planning Department.
5. Chula Vista, City of. 1986. Housing Element (Part II). Planning Department.
6. Chula Vista, City of. October 15, 1987. Rancho del Rey SPA I Plan.
7. San Diego, County of. 1977; revised 1987. Part XIII: Sweetwater Community Plan, San Diego County General Plan - 1995. Available at County of San Diego Planning Department.

APPENDIX B - GENERAL PLAN REFERENCES

Appendix B includes those items that are referenced in the General Plan but are not part of the Chula Vista General Plan. These documents are available for review at the City of Chula Vista.

REFERENCE TO MAJOR ADOPTED CITY PLANS

The following plans are separately published but are incorporated by reference into the Chula Vista General Plan.

1. Library Master Plan
HBW Associates and Michael Feerer and Associates,
April 30, 1987
2. Chula Vista Sphere-of-Influence Plan
Mooney & Lettieri, Planning Consultants
Chula Vista Planning Department,
September 5, 1985
3. Otay Valley Road Redevelopment and Implementation Plans

Redevelopment Plan: Marshall Krupp, Planning Consultant,
December 20, 1983

Implementation Plan: Chula Vista Planning Department,
March 21, 1985
4. Town Centre Redevelopment Plan
Chula Vista Community Development Department
May, 1976
5. Town Centre I Design Manual
Chula Vista Planning Department
November, 1976
6. Town Centre No. 11 Redevelopment Plan and Design Manual Addendum
Chula Vista Planning and Community Development Departments,
August 3, 1978
Comprehensive Amendment: Community Systems Associates, Inc.,
July 12, 1988
7. The Design Manual of the City of Chula Vista
Chula Vista Planning Department, November 1, 1977
8. City of Chula Vista Landscape Manual
Chula Vista Planning Department,
August 5, 1975

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L

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Liquefaction. A process by which water-saturated granular soils transform from a solid to a liquid state because of a sudden shock or strain.

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M

Market-Rate Households. Households who, as determined by the City, have the financial capability to meet their housing needs without sacrificing other essential needs.

Mass Transit. A public common carrier transportation system having established routes and schedules.

Mitigation Measures. Means by which an adverse impact may be lessened or minimized.

Multifamily Residential. Residential development in the density range of medium, medium-high and high density.

N

Needing Rehabilitation. Refers to a housing unit which, in its present state, materially endangers the health, safety, or well-being of its occupants in one or more respects, and which is economically feasible to repair.

Needing Replacement. Refers to a housing unit which, in its present state, materially endangers the health, safety, or well-being of its occupants in one or more respects, and which is not economically feasible to repair.

Neighborhood. A neighborhood is the smallest settlement unit. In Chula Vista the term is generally used to describe a geographic area of residential development but may also be a neighborhood of mostly commercial, employment or institutional uses.

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each. Primary uses include passive open space, active play areas for children. Private neighborhood parks are placed in the interior or residential developments or condominium complexes, and exclusively serve association members. They are more intensely developed and adult oriented.

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Non-Market-Rate Households. Households who, as determined by the City, do not have the financial capability to meet their housing needs without sacrificing other essential needs.

O

Open Space. Any parcel or area of land or water essentially unimproved and set aside, dedicated, designated, or reserved for public or private use or enjoyment, or for the use and enjoyment of owners and occupants of land adjoining or neighboring such open space. Parking areas are not included as open space.

Open Space Corridor. A major lienar open space corridor that connects districts and other open spaces. Contained within this corridor may be agricultural areas, nature centers, major public facilities such as city government, and educational centers for both private and public uses.

Ordinance. A municipally adopted law or regulation.

Overcrowding. Households which have 1.01 or more persons per room are considered to have needs with respect to overcrowding.

P

Paleontological Site. Any area or location containing a trace or impression, or the remains, of plants or animals from past ages.

Park. Any public or private land set aside for aesthetic, educational, recreational, or cultural use.

Planning Area. All territory within the boundaries of the City plus the sphere-of-influence as established by the Local Agency Formation Commission plus additional unincorporated area which has a significant planning relationship to the city.

Policy. A collective term describing those parts of a general plan that guide action, including goals, objectives, implementing actions, and standards in both the text and diagrams.

Public Facilities. Institutional response to basic human needs, such as health, education, safety, recreation, and inspiration.

Q

Quasi-public. A use owned or operated by a non-profit, religious or eleemosynary institution and providing educational, cultural, recreational, religious, or similar types of public programs.

R

Recreation and Activity Centers. Public, private, or quasi-public structured or unstructured open space, such as community, and regional parks, golf courses, and cemeteries.

Recreation Facility. A place designed and equipped for the conduct of sports, leisure time activities and other customary and usual recreational activities.

Regional Parks. Regional parks are large open spaces and recreational facilities provided either partially or wholly by City or County of San Diego. They serve the needs of persons throughout San Diego.

Residential Density. The number of dwelling units per gross acre.

Resource Survey. An on-foot reconnaissance of an area conducted for the purpose of determining the presence or absence of historical, archaeological, or paleontological resources.

Right-of-Way. A strip of land acquired by reservation, dedication, forced dedication, prescription, or condemnation and intended to be occupied or occupied by a road, crosswalk, railroad, electric transmission lines, oil or gas pipeline, waterline, sanitary storm sewer, and other similar uses.

S

Senior Citizens. Persons aged 62 or over.

Scenic Corridor. The scenic corridor is the visible area outside the highway's right-of-way, generally described as "the view from the road."

Scenic Highway. A scenic highway is composed of the road and its right-of-way, and the scenic corridor. Rural scenic highways are routes which traverse corridor where natural scenic resources and aesthetic values may be found, such as agricultural or natural areas. Urban scenic highways are routes that traverse an urban area, with the scenic corridor offering a view of attractive and exciting urban scenes.

Significant Site. A site which, regardless of size, in the opinion of an historian, archaeologist, or paleontologist and the City, could yield new information or important verification of a previous finding, or be of significant scientific, cultural, educational, or recreational value, either now or in the future.

Sphere-of-Influence. Unincorporated territory to be ultimately annexed served by the City; land uses is controlled by the County.

Streetscapes. Landscaped areas adjacent to public or private streets to buffer adjacent developments which may serve as a means for reducing noise impact.

Statistical Area. A planning unit that contains primarily industrial commercial or agricultural land uses, it is defined by either open space elements or arterial streetscapes.

Subdivision. The division of a lot, or parcel of land into two or more lots, tracts, parcels or other division of land for sale, development, or lease in accordance with the Subdivision Map Act.

Suitability/Habitability. Refers to the condition of a housing unit; households living in units requiring rehabilitation or replacement are considered to have needs with respect to suitability and/or habitability.

T

Temporary Bikeway. A Class I or Class II bikeway which will be removed or relocated at some future time.

Theme. The pervasive character of an area, development, or special place.

Thruway. A relatively high speed arterial highway with restricted access supplementing the freeway system and carrying intermediate range trips to or between major nonresidential land uses. A thruway has emergency parking only, and minimal pedestrian interference with traffic.

Transit Corridor. An area reserved for the exclusive use of some type of mass urban transit; it can facilitate both intracity and intercity movement.

Transportation Corridor. An area reserved for the ultimate circulation element roadways and suitable buffer are for noise attenuation.

U

Urban Design Structure. Framework which guides the development of the planning area, is comprised of the open space system, the circulation, network, and the village and district structure.

Urban Development Area. A geographic area illustrated on the General Plan Land Use Diagram that is currently developed for residential, commercial or employment uses or in designated for development of those uses at some time in the future.

Use. Purpose for which land or a building is occupied, arranged, designed, or intended, or for which either land or building is or may be occupied or maintained.

V

View. That which is seen; a prospect. Something to be looked at with attention.

W

Waste Management. An efficient system for the collection and disposal of waste products generated by households, industry, and commercial enterprises.

Z

Zone. A specifically delineated area or district in a municipality within which regulations and requirements uniformly govern the use, placement, spacing and size of land and buildings.

Zoning. The dividing of a municipality into districts and the establishments of regulations governing the use, placement, spacing, and size of land and buildings.

ADDITIONAL GENERAL PLAN DOCUMENTS

This general plan incorporates by reference the following additional documents. The additional documents are bound separately and are available for inspection and/or purchase at the City of Chula Vista Planning Department or at another location as noted below. The additional documents are an integral part of the general plan, as though they are fully set forth where they are referenced in this document.

1. Chula Vista, City of. 1986. Chula Vista Bayfront Specific Plan (Chula Vista Local Coastal Program, Phase III). Community Development Department.
2. Chula Vista, City of. 1988. Montgomery Specific Plan. Planning Department.
3. Chula Vista, City of. 1986. Housing Element (Part II). Planning Department.
4. San Diego, County of. 1977; revised 1987. Part XIII: Sweetwater Community Plan, San Diego County General Plan - 1995. Available at County of San Diego Planning Department.

APPENDIX B - GENERAL PLAN REFERENCES

Appendix B includes those items that are referenced in the General Plan but are not part of the Chula Vista General Plan. These documents are available for review at the City of Chula Vista.

GENERAL PLAN REFERENCES

Reference to Major Adopted
City Plans

The following plans are separately published but are incorporated by reference into the Chula Vista General Plan.

A. Specific Plans/Planned Communities

1. El Rancho del Rey Specific Plan
City of Chula Vista, November 12, 1985
2. Rancho del Rey SPA Plan
Cinti and Associates, October 15, 1987
3. EastLake I SPA Plan
City of Chula Vista, December 27, 1984

B. Ancillary City Plans

1. Library Master Plan
HBW Associates and Michael Feerer and Associates,
April 30, 1987
2. Chula Vista Sphere-of-Influence Plan
Mooney & Lettieri, Planning Consultants
Chula Vista Planning Department,
September 5, 1985
3. Otay Valley Road Redevelopment and Implementation Plans

Redevelopment Plan: Marshall Krupp, Planning Consultant,
December 20, 1983

Implementation Plan: Chula Vista Planning Department,
March 21, 1985
4. Town Centre Redevelopment Plan
Chula Vista Community Development Department
May, 1976

5. Town Centre I Design Manual
Chula Vista Planning Department
November, 1976
6. Town Centre No. II Redevelopment Plan and Design Manual Addendum
Chula Vista Planning and Community Development Departments,
August 3, 1978
Comprehensive Amendment: Community Systems Associates, Inc.,
July 12, 1988
7. The Design Manual of the City of Chula Vista
Chula Vista Planning Department, November 1, 1977
8. City of Chula Vista Landscape Manual
Chula Vista Planning Department,
August 5, 1975



General Plan

Legend

LAND USE

RESIDENTIAL
Low
Low-Medium
Medium
Medium-High
High

du/ac
0-3
3-6
6-11
11-18
18-27

INDUSTRIAL
Research & Limited Manufacturing
General
PUBLIC & OPEN SPACE
Public & Quasi Public
Parks & Recreation
Water
Open Space

COMMERCIAL
Retail
Throughfare
Visitor
Professional & Administrative

SPECIAL PLAN/STUDY AREAS
Eastern Urban Center Special Plan Area
Special Study Areas*

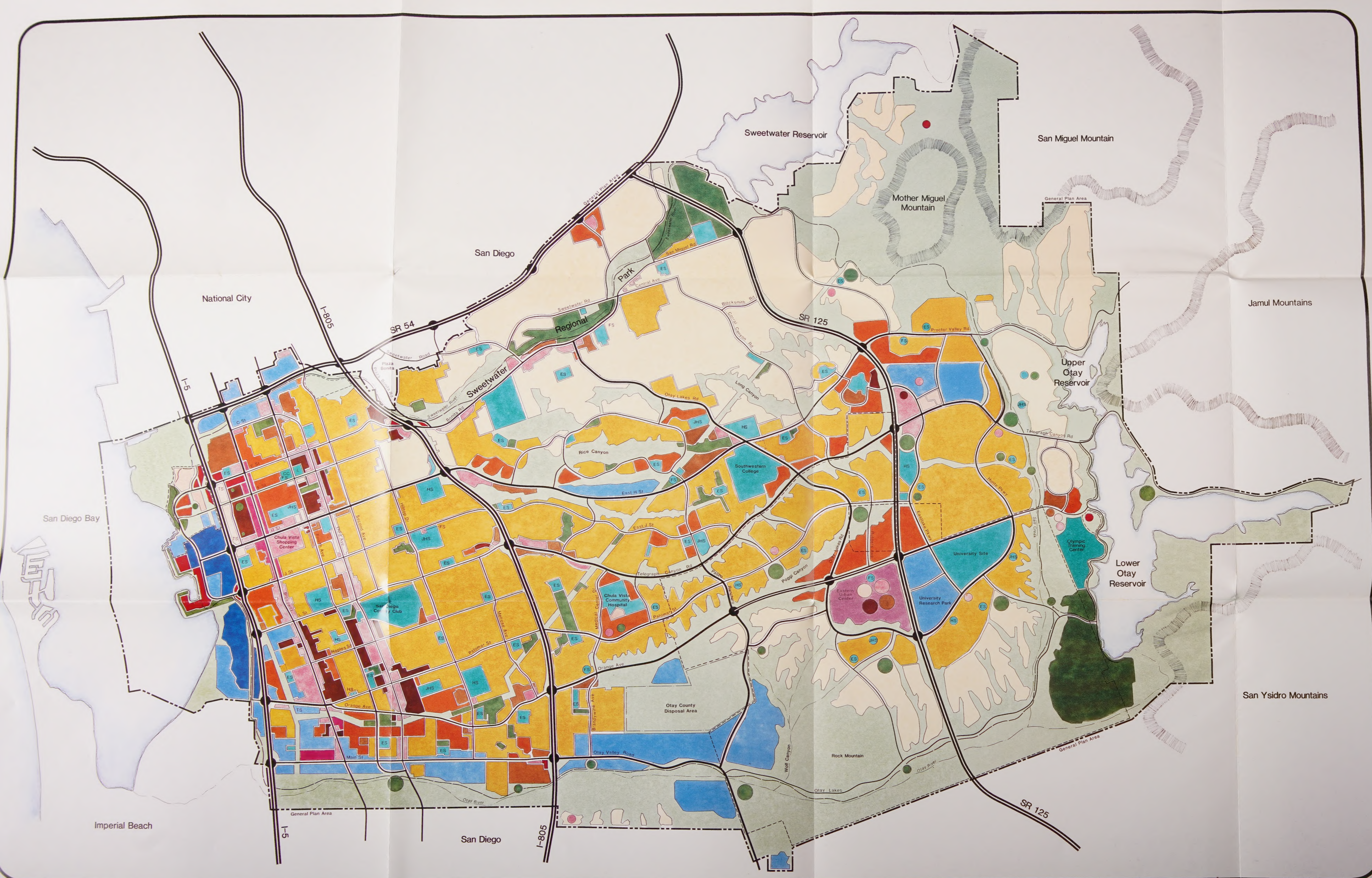
CIRCULATION SYSTEM
Freeway & Interchange
Expressway & Grade Separation
Prime Arterial & Major Street (6 Lanes)
Major Street (4 Lanes)
Collector Street (2 & 4 Lanes)
Selected Local Streets (2 Lanes)

PUBLIC FACILITIES
HS High School
JHS Junior High School
ES Elementary School
CC Civic Center
L Library
FS Fire Station
TS Transit Station/Stop
Future
Future Community Park
Future Neighborhood Park (All sites not included)
Greenbelt Trail System

*Note: Special Study Areas are subject to additional, future planning and studies to identify plan amendments necessary to best accomplish the goals and objectives of the General Plan.

revisions

Revised	Resolution No.	Revised	Resolution No.	Revised	Resolution No.	Revised	Resolution No.



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